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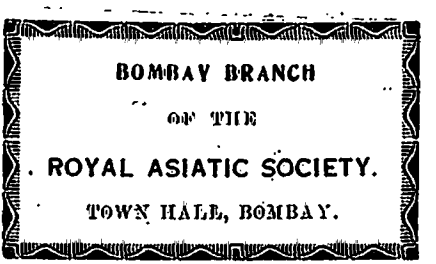

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A

NEW GUIDE TO THE LEVANT;

FOR THE USE OF TRAVELLERS IN

GREECE, EGYPT, PALESTINE, SYRIA, AND ASIA MINOR.

TOGETHER WITH

TABLES OF ALL THE MEDITERRANEAN STEAMERS,

AND

DESCRIPTIONS OF THE PLACES AT WHICH THEY TOUCH,

INCLUDING

LISBON, CADIZ, GIBRALTAR,
MALAGA, MALTA, THE IONIAN ISLANDS, SYRA,
AND
CONSTANTINOPLE.

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ALSO COMPRISING FULL PARTICULARS OF

THE OVERLAND JOURNEY TO INDIA,

THE VOYAGE FROM SUEZ TO BOMBAY,

AND THE SYSTEMS OF DAWK TRAVELLING IN THE THREE PRESIDENCIES.

BY T. H. USBORNE, ESQ.

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INTRODUCTORY CHAPTER.

Onward he flies, nor fixed as yet the goal
Where he shall rest him on his pilgrimage;
And o'er him many changing scenes must roll
Ere toil his thirst for travel can assuage,
Or he shall calm his breast, or learn experience sage.
CHILDE HAROLD.

WITHOUT having decided on any particular course of travel, I left England in the winter of 1837, and betook myself to the shores of the Mediterranean.

It is probable that the personal adventures of at least one half of those who return to England after two years wanderings in the Levant, will be preluded by the same confession; and as a well educated man, with time on his hands and money in his pocket, can always pick up information as he goes along, and make friends and companions as readily as Foote himself, who having the misfortune to lose one of these conveniences, stepped into the St. James's coffee-house and took another,—it is equally probable, I say, considering the premises, that these parties get on quite as successfully as if they had made two months' preparation in England, before starting on the expedition.

There remains, however, another class of travellers, and that not a small one, to whom time may be an object, and who have an inclination to sit down, like the king in the parable, and sum up the probable cost of the campaign before they set their forces in motion.

To this class of travellers my work is addressed; and as the want of information on many points, of which it professes to treat, did certainly cause me to spend both time and money unprofitably, I trust that the experience so purchased will have also qualified me to set forth all these matters in such form and detail, as will enable my readers, by arrangements made before leaving England, to guard against the like inconvenience.

It is probable that the temptation to visit Egypt, and the disinclination to a four months' voyage by the Cape, will henceforth induce many East Indians to take the shorter and more expensive route over land; but among travellers of this class especially, the ultimate decision may turn upon a very nice calculation as to the time which they can spare, or the sufficiency of the funds which may be at their disposal for any little detour, such as the ascent of the Nile, or a visit to Syria and Palestine.

These considerations have induced me to enter into the minutiæ of comparative distances and expenses, to the exclusion of matters which would have involved more congenial reminiscences, and would therefore have afforded more satisfactory topics on which to dilate.

To the English traveller, especially, who habitually studies the political prospects of his own country in his morning readings and his evening conversation, the present state of parties in the Levant presents a most attractive theme; the eyes of Europe are fixed on their movements, which may yet light the torch of war between countries whose political relations are otherwise most amicable; yet the main features of this question remain as open to discussion, even among those of our own countrymen, who should be most competent to decide upon them, as they were twelve years since, after the battle of Navarino, that "untoward event," which settled

the destinies of Greece more effectually than that of Salamis; and wherein we gained honour and glory, such as history cannot parallel, not by fighting alongside the French, but by the absence of all suspicion of political advantage accruing to England in its consequences. Indeed, all the parties to the coalition formed on that occasion, seem to have joined hand and glove in the commission of lunacy against Turkey, without having ascertained who, as next kin, had the best claim to the management of the estate; and to carry out the metaphor, the latter may be said to have been in chancery ever since. England has been, and is yet consistently endeavouring to retrieve this fatal error; and the policy of a treaty, which shall guarantee the integrity of the Ottoman power during the few years requisite to awaken the moral and political energies so wantonly crushed, is too straight forward to be endangered by the double dealing which we are told to expect from Russia throughout the arrangement, or the mortified vanity of France, which has betrayed her into the false position of objecting to its enforcement, although the terms were actually prepared and agreed upon in Paris. The permanent restoration of Turkey depending, as it must do, on her own internal resources, will long continue to be a question of interest, on which the greatest variety of opinions exists among residents and travellers in the Levant, and on which volumes may and probably will be written; but while it remains doubtful, the idea of permitting a great empire to fall to pieces without an effort to restore it, and thus sacrificing the balance of power in Europe, through all time to come, to the dread of a short interruption of our overland communications with India, marks the extreme of selfish and short-sighted policy, unworthy of a people

who look to control the world by strictly enforcing the laws of nations, and instructing all in the arts of peace.

My sole intention, when I commenced writing the last paragraph, was to point out the necessity of abstaining from political essays in a work of this nature; and the danger of being led away by the extensive and engrossing topics which arise out of the subject; perhaps the failure of that intention is indirectly the best proof of the position sought to be established.

In offering suggestions as to the articles of comfort which should be provided before leaving England, together with the maps, books, &c., from which the most correct information may be obtained, I studied to meet the wants of those who have some little time and money at their command, and are about to travel through the Levant principally for their own amusement, in search of the monuments of antiquity, which are there presented to them undisguised though not unmutilated. A moderate knowledge of ancient history, and a careful study of the works recommended for the traveller's library, will qualify him to enjoy and profit by a personal examination of these remains.

Other inducements will no doubt increase the number of travellers, together with the facility of communication; the possibility of ameliorating the condition of the Christian population in Syria and Palestine; the probability of the restoration of the Jews, founded on the impression which is known to be gaining ground among them, that the time of their restoration is approaching, and that the promise of a Messiah must have already been fulfilled in the person of some previous deliverer of that nation; and lastly, the expediency of adventuring talents and property in countries where a political regeneration seems about

to take place; all these are subjects on which information will be much sought after, and can only be obtained from the desultory remarks of travellers, whose works are voluminous; these must therefore be carefully perused before leaving home, together with treatises on such of the arts and sciences as the reader thinks most likely to forward his own researches, or qualify him to profit by those of others.

The state of commerce and manufactures in Egypt and Constantinople will interest the traveller in proportion to the degree of information on these subjects which he has had the means of obtaining, and the extent to which he has profited by them; no previous study can supply the want of practical knowledge; and it is with a feeling of shame and self-reproach that many a man who has previously thought himself well-informed, walks round one of these establishments under the guidance of a native controller, who looks up to him as one possessed of universal knowledge, and there sees time, labour, and mechanical power wasted and misapplied, without ability to point out the remedy, or suggest improvements that would be obvious to the fustian intellects of a Birmingham artizan.

There is also another frequent demand on the learning and skill of the traveller, to which it is seldom necessary to plead ignorance; on the contrary, such a plea is usually quite unavailing; but it is not the less painful to feel that the want of a very limited acquaintance with the *materia medica* prevents one from alleviating much bodily suffering, at little more cost than prescribing and administering bread pills—a nostrum with which the Egyptian traveller is obliged, in self-defence, to meet the more pressing demands of the fellahs and Arab boatmen. Dr. Hooper's Dictionary of Medicine is a complete and most instructive

work, but there are many others not so voluminous that are at the same time sufficiently comprehensive.

I beg to refer the reader to the commencement of the work, for details as to preparations, &c.; and may perhaps be allowed, in conclusion, to say a few words for myself.

It is usual to offer some apology for obtruding one's ideas on the public; and as the propriety of submitting to this tribunal has ever been admitted, it behoves me to give my reasons as briefly as possible.

When the materials of the present work were collected from my own memoranda, there was no promise of any book of reference to assist the eastern traveller in forming his plans, or carrying them out on a systematic scale, with reference either to time or expense; and the excessive inconvenience in this respect, complained of by many of my fellow travellers, directed my attention to the subject when I had the best opportunities of obtaining the requisite information. On returning to England, I referred to all the journals and reminiscences of Levantine travellers recently published—many of them entertaining and instructive, but almost without exception made up of personal adventures or misadventures, without offering much advice to others as to the best means of profiting by the former or avoiding the latter—and the necessity for such a work, so far from being diminished by such, seemed rather to increase with the number of those who would be induced to follow in their steps.

I therefore determined on publishing this volume in its present form, but had no sooner completed my preparations for so doing, than I discovered that a work, somewhat similar in its object, was in course of compilation, intended to form one of the series of Mr. Murray's Euro-

pean Hand-books, and at his request I altered my title-page; it appears, however, that we do not traverse much of the same ground, as the hand-book does not include Egypt or Syria, and elsewhere my course was always limited to such of the principal routes as afforded the greatest variety of interesting objects.

The chapter on Spain was not included in the original plan of this work, but the new arrangements of the Peninsular steamers, afford much facility for visiting a few of the principal ports, and making short excursions in the southern provinces. I must therefore crave indulgence for the hasty style of these recollections, which may afford some useful information, although they were set down at the time for my own amusement, and without any view to publication.

It remains for me, lastly, to justify a deviation from established usage, in which I can only hope to be supported by those who have had some experience in travelling. There is a general impression that a work of this nature is incomplete without maps; such as are really worth referring to, are too expensive and occupy too much space ever to be seen bound up in a small octavo, while those which are less correct, constantly mislead, and soon become worse than useless; the best that can be obtained, each in its own water-proof case, should be ever at hand, and the constant habit of referring only to *one* perfect map, will impress on the memory the names of places and their relative positions with the greatest accuracy.

St. James's Square,
September, 1840.

A NEW

GUIDE TO THE LEVANT.

PASSPORTS.

The traveller who purposes making the tour which I have sketched out for him, will on every account find it necessary to provide himself with a passport from the Foreign Office. Should he intend to visit Spain and Portugal, either on his voyage out or on his return homewards, it should be worded, "For travelling in Spain and Portugal, and on the Continent." This passport may be obtained by leaving a letter, the day previous, addressed to Lord Palmerston, at the Foreign Office. The following may serve:

MY LORD,

I shall feel obliged by your lordship's giving directions for a passport to be prepared for me, "For travelling in Spain and Portugal, and on the Continent." Any references your lordship requires may be made to my bankers, Messrs. ——.

I have the honour to remain,
My Lord,
Your Lordship's obedient Servant,
&c.

To Viscount Palmerston,
etc., etc., etc.

Upon receiving your passport the next day, it will be as well, previous to starting, to have it mounted upon cloth to fold up like a map, and bound in a small pocket book, with from fifty to a hundred pages of blank paper, for the various visas that will be necessary in the course of the tour. Be particular to get those of the Austrian, Sardinian, Spanish, and Portuguese Ambassadors, before leaving England, which may be obtained without any charge.

The following are their directions:

Austria, Prince D'Esterhazy, 7, Chandos Street.—Sardinia, Count Pollon, Stable Yard, St. James's.—Spain, Manuel M. De Aguilar, 33, Wimpole Street.—Portugal, Chev. Rebeiro De Cavalho, 51, Baker Street.

I may as well observe, that the Austrian Ambassador will not put his visa to a French passport delivered to an English subject.

LETTERS OF CREDIT.

The circular notes of Messrs. Herries, Farquhar, and Co., are probably one of the most safe and convenient modes of carrying large sums of money about the person, particularly for those who contemplate a lengthened tour; but as there is nothing like having two strings to the bow, the traveller should provide himself with as many letters of credit to merchants and bankers in the different ports of the Levant as he can procure, otherwise, should he happen to be short of money, he must remember that in many instances he may have to wait two months for his remittances from England, and thus lose a good deal of valuable time.

LETTERS OF INTRODUCTION.

These should by no means be lost sight of or under-

valued. Besides letters to the various ambassadors, consuls, and other diplomatic agents resident in the Levant, introductions to private families will be highly desirable, especially to those who travel *expediti*, and can venture to accept an invitation, without bringing *shadows*, or yet worse—hinting that they have left such behind. In many places the traveller may feel desirous of visiting, there are either no hotels, or of so very inferior a description, that the shelter of the tent, or a night spent al fresco, will generally be preferred to entering them. With the exception of Beiroot, both Syria and Palestine are destitute of anything of the kind; added to which, persons resident in the country can often afford information upon a variety of subjects that do not enter within the limits of a Guide-book.

Those who have rambled for any length of time over Eastern countries, where it is considered a crime even to look at a woman, and who perhaps for months have never heard the sound of a female voice, will fully appreciate the pleasure with which an introduction into a family of European women cannot fail to inspire the oriental traveller, who, after a lengthened absence from his own country, enters once more into the circle of civilized society.

ITALIAN LANGUAGE.

I trust no traveller will be sufficiently rash to attempt the tour of the Levant without making himself a tolerable proficient in this language.

Comparatively speaking, French is almost unknown; many of the most delightful families, and nearly all the best servants are total strangers to it. Italian is in fact to the Levant, what French is to the rest of Europe. It is worthy of remark, that the Jews throughout all

Asia Minor speak Spanish; they are supposed by many persons to be the descendants of those who were banished from Spain in the reigns of Ferdinand and Philip the Second.

SUNDRY ARTICLES REQUISITE FOR THE COMFORT OF THE EASTERN TRAVELLER.

Portable washhand-stand, with the basin, jug, &c., made of pewter; medicine chest, canteen, iron bedstead, bedding, mosquito curtains, half a dozen towels, &c.; a small water-tight tent, cooking apparatus, portable meats, soups, &c.; a writing-table, made to unscrew and take to pieces, as also should the bedstead; a camp stool with a back to it; a double barrelled gun, and a brace of pistols, powder, shot, ball, &c.; materials for writing and drawing, common-place and note books, pocket compass, measuring line, sextant, quadrant, telescope, a travelling reading lamp, a lantern, lucifers, a good stock of wax candles; a well stored housewife containing large and small needles, threads, scissors, string, knife, buttons of various sizes, &c.; a pair of water-proof saddle-bags, an English saddle and bridle*; a small library of the best voyages and travels descriptive of the countries the traveller purposes to visit, and a good supply of the best maps, with the routes and distances marked on them. The new map of Greece recently completed from a survey made under the authority of the government, contains all that a traveller can possibly require, either in the antient or modern geography of the country. The map of Syria and Palestine

* As every traveller in the Levant will pass much of his time on horseback, it is of the utmost importance to be comfortably provided in this respect, and the country saddles are only one degree less painful than the engine of military punishment, called the wooden horse

which is generally preferred, is published at Gotha, and the acknowledged excellence of the German cosmography has obtained for it a sale in all the principal towns in the Levant, it may also be obtained in Paris at any of the mapsellers'; but for those who find a difficulty in reading the German names, I can recommend none better than Arrowsmith's, which are sufficiently detailed, and beautifully printed. Colonel Leake's map of Egypt, which should of course be obtained in London, and the new map of the Delta, published in French and Italian at Alexandria, by order of the Pacha, will be found to comprehend all the historical details and objects of interest as laid down by Wilkinson and other travellers.

The medicine chest should contain:

Sulphate of bark	4 oz.
Powdered bark	2 lbs.
James's powders	16 packets.
Dovor's ditto	16 ditto.
Calomel	4 oz.
Rhubarb	8 oz.
Powdered jalap	6 oz.
Sulphate of zinc	4 oz.
Sugar of lead	6 oz.
Blistering plaster	6 oz.
Spermaceti ointment	6 oz.
Mercurial ointment	6 oz.
Balsam capivi	6 oz.
Extract of colocynth	4 oz.
Ipecacuanha	4 oz.
Opium powdered	2 oz.
Castor oil	4 oz.
Nitric acid, diluted	3 oz.
Sulphuric acid, diluted	6 oz.

Laudanum	4 oz.
Calomel pills	4 boxes.
Common opening ditto	4 ditto.
Carbonate of soda	6 oz.
Effervescing Seidlitz powders in bottle	1 lb.

Lint, bandages, and adhesive plaister; lancets, stomach-pump, lavement apparatus, &c.; scales and weights; and last but not least, Johnson on Tropical Climates.

My reader will exclaim, "This list would furnish the shop of a village Æsculapius!" But in countries where the divine art of healing is so little understood, yet so highly appreciated, the traveller may venture, with a very slight knowledge of medicine, to answer to the name of Hakim, and is certain materially to increase his own reputation, even though he should fail to do as much for the health of his patient.

TRAVELLING THROUGH FRANCE.

The various routes between London and Paris are so well known, and so constantly advertised, that I shall not enter into any details on this subject; indeed, the opening of the railway to Southampton is likely to produce an entirely new system of communication between these two overgrown sisters, to the exclusion of all the present establishments.

We will suppose the traveller to have arrived in Paris, where he should obtain all the maps, books, &c., requisite to complete his list; and the following information may be useful to the stranger who does not choose to invest money in the purchase of a Guide-book for the profitable occupation of his twenty-four hours' compulsory delay.

General Post Office, Rue Jean-Jacques Rousseau, post to England every day; from England every day except Tuesday. Paid letters not received after four o'clock; unpaid are till five, at the General Post Office, and at the Exchange.

Passport Office, Prefecture de Police, (from 10 to 4 o'clock,) Quai des Orfevres.

Minister for Foreign affairs, (3 to 5,) Rue Neuve des Capucines.

English Embassy, (11 to 1,) Rue du Faubourg St. Honoré, No. 39.

Austrian Embassy, (10 to ½ past 11,) Rue St. Dominique St. Germain, No. 107.

Sardinian Embassy, (10 to 2,) Rue St. Dominique, No. 69.

Principal coach-offices for all parts of France and other countries. Messageries Royales; Entrances, Rue Notre Dame des Victoires and Rue Montmartre. Messageries Lafitte et Co., 70, Rue Grenelle St. Honoré, or 130, Rue St. Honoré. Messageries Française, 174, Rue Montmartre.

The cheapest and most direct route for Egypt, Syria, &c., is by Marseilles, and by the French line of government steam boats direct to Syria, where they branch off to all parts of the Levant. The Malle Poste leaves Paris for Marseilles at 6 o'clock in the evening; the distance is 100½ posts: it is 66 hours on the road, and the price, including the *pour boire*, &c., is 152 francs 25 cents.

Should the traveller, however, dislike the idea of travelling so many hours without stopping, he can take the Malle Poste to Lyons, (another route,) which place it reaches in 36 hours; the charge, including the *pour boire*, is 89 francs 65 cents, the distance is 58 posts.

This will give him an opportunity of making the

voyage of the Rhone direct to Marseilles *, or of landing at Avignon, where he can make an excursion to Vaucluse, and on his return proceed by land through Aix to Marseilles, a pleasant drive of about six hours. The best hotel at Lyons is the Hotel de Provence in the great square. At the Hotel du Nord there is a good table d'hôte. At Avignon, the Hotel de l'Europe. At Marseilles, the Hotel des Princes or des Embassadeurs.

As the Malle Poste travels fast and scarcely stops upon the road, the traveller should take care to provide himself with a basket of cold provisions and a flask of wine, with which he can amuse himself at his leisure.

His heavy luggage must be forwarded by some other conveyance; the most eligible mode is to send it from London to Malta, against his arrival at that place, or to consign it to the care of Messrs. Waghorn and Co., of Alexandria; making of course due allowance for the delay occasioned by a sailing vessel.

Should the traveller, however, not be pressed for time, and wish to extend his tour, he can take the Malle Poste to Strasbourg, ascend the Rhine by steamer to Basle, take the diligence from thence to Lucerne, cross the Lake of Lucerne in the steam-boat to Altorf, and take the courier to Milan (by the St. Gothard). From Milan

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* In consequence of the drought which has prevailed throughout the spring of this year (1840), both the Rhone and the Saone have been almost dried up for the last four months, and water carriage, both by steamers and other craft, has altogether ceased. Fortunately this is a very rare occurrence, as the traffic on these and all the other French rivers has been rapidly increasing during the last few seasons, and of course the inconvenience to the public, and the injury to the proprietors of those vessels, consequent on any such interruption, during the best part of their season, is proportionately great.

to Venice; and from Venice he can cross to Trieste, (by steamer,) where the Austrian steam-boats start for all parts of the Levant.

Hotels.—Strasbourg, Hotel de l'Esprit. Basle, Les Trois Rois. Lucerne, Hotel du Cigne, close to where the steamer starts from. Milan, Richmans. Venice, Hotel de l'Europe. Trieste, Albergo Grande. All of these hotels are excellent.

ROUTES.

New route from Paris to Marseilles by St. Etienne and Annonay, the road the mail takes.

Posts.	
1	Villejuif.
1¼	Fromenteau.
1½	Essone.
1¼	Ponthierry.
1	Chailly.
1¼	Fontainebleau.
2	Nemours.
1½	La Crosière.
1	Fontenay (Loiret).
2	Montargis.
2	Nogent sur-Vernisson.
1½	La Bussière (Loiret).
1½	Briare.
2	Neuvy-sur-Loire.
1¾	Cosne.
1¾	Pouilly.
1½	La Charité.
1½	Pougues.
1½	Nevers.
1½	Magny (Nièvre).
1½	Saint Pière-le-Moutier.
1¼	Saint Imbert.
1½	Villeneuve-sur-Allier.
1½	Moulins.
2	Bessay.

Posts.	
2	Varennes.
1½	St. Gerard-le-Puy.
1¼	La Palisse.
1¼	Droiturier.
1	St. Martin d'Estréaux.
1	Pacaudière.
1½	St. Germain l'Espinasse.
1½	Roanne.
2¼	Neuilise.
2¼	Feurs.
1¼	Montrond (Loire).
1¾	La Guyonnière.
1½	St. Etienne.
1½	La Republique.
2	Bourg-Argental.
1¾	Annonay.
2¾	St. Vallier.
1¾	Tain.
2½	Valence (Drome).
1½	La Paillasse.
1½	Loriol.
1½	Derbières.
1½	Montelimart.
2	Donzère.
2	Palud.

Posts.	
1½	Mornas.
1½	Orange.
2	Sorgues.
1½	Avignon.
2¼	St. Andiol.
1¼	Orgon.
2	Pont Royal.
2	St. Canat.
2	Aix.
2	Pin.
2	Marseilles.
100¼	Posts.

The distance from Paris to Strasbourg * by Chalons and Metz, is 60 posts; by Chalons and Nancy, 60¾ posts.

Those who prefer travelling by water may go direct from London (viâ Rotterdam) to Basle. The price of the chief cabin is 119 francs 50 cents; second cabin, 81 francs 15 cents. The place must be booked in London; but I should recommend the traveller returning home instead of going this way.

Route from Paris to Basle through Troyes, Langres, Vesoul, and Belfort.

Posts.	
1	Charenton.
1½	Grosbois.
1	Brie Comte Robert.
2	Guignes.
1	Mormant.
1½	Nangis.
1½	Maison-rouge (Seine and Marne).
1½	Provins.
2	Nogent-sur-Seine.
1	Pont-sur-Seine.
1½	Granges.
1¾	Grez.
2¼	Troyes.
2¼	Montiérame.
1½	Vandœuvre.
2½	Bar-sur-Aube.
1¾	Colombey.
1	Suzennecourt.
2	Chaumont.
2	Vesaignes.
2	Langres.
1½	Griffonottes.
1½	Fay-Billot.
1½	Cintrey.
1½	Combeau Fontaine.
1½	Port-sur-Saone.
1½	Vesoul.

* Strasbourg is celebrated for its magnificent cathedral, the highest in Europe, and for its excellent pies of goose liver.

Posts.		*Posts.*	
1½	Calmoutier.	2¼	Mulhausen.
2	Lure.	2	Basle.
2¼	Champagney.		
2	Belfort.	59½	Posts.
2	Chavannes.		
2	Altkirk.		

The price from Paris to Basle, by diligence, in the coupé, is 61 francs, 60 cents; by the Malle Poste it is rather more; 30 sous per post is the usual charge by that conveyance.

The diligence from Basle to Lucerne charges 13 French francs for a place in the coupé.

For many reasons I should recommend the traveller to hire a carriage for himself for this distance; there are plenty of voituriers at Basle ready to start at any hour.

ITALY.

Route from Milan to Altorf, by the St. Gothard.

Posts.		*Posts.*	
1½	From Milan to Barlassina.	2	Orsera.
1½	Como.	1	Wasen.
1½	Carpo Lago.	1	Amsteg.
1	Lugano.	1	Altorf.
2½	Bellinzona.		
1	Polegio.	18	Posts.
½	Giornico.		
1	Faido.		
2½	Airolo.		

N. B. These posts are longer than the French.

The scenery all along this road may be said, without any exaggeration, to be of the most magnificent description.

Route from Milan to Venice.

Posts.		*Posts.*	
1½	From Milan to Cascina de Pecchi.	1	Caldiero.
1	Cassano.	1½	Montebello.
1	Caravaggio.	1¼	Vicence.
1	Antignate.	1¼	Arlesega.
1	Chiari.	1	Padua.
1	Ospedaletto.	1½	Dolo.
1	Brescia.	1½	Fusina.
1½	Ponte S. Marco.	1	Vénice by water.
1	Desensano.		
1½	Castel Novo.	23	Italian Posts.
1½	Verone.		

Should the traveller have time enough, (and no person ought otherwise to think of making the tour I have marked out,) he should make a point of seeing the Lago Maggiore and the other lakes. For a description of these, as well as of Milan, the traveller should purchase a very clever little work, called the Traveller's Guide of Milan, published by Lorenzo Sonsogno, Corsia de' Servi, No. 602, at Milan.

The traveller should spend a day at Verona, and visit Juliet's tomb and the superb Roman amphitheatre there. Verona is the birth-place of the poet Catullus. Count —— has a fine collection of fossil fish, principally from Monte Bolca, which are worth seeing. The best hotel is Le Due Torre.

At Desensano there are two hotels, both kept by the same proprietor; the windows of one of them command a fine view of the Lake of Guarda. Vicenza contains nothing very remarkable: there are several handsome buildings by Palladio, and the model of the Theatre at Thebes (in Greece), by the same hand. The best hotel here is the Capello Rosso.

PADUA.

Padua is the most ancient town in (Northern) Italy; it was long celebrated for its University. All the principal persons who have studied here have their armorial bearings hung round the great hall. Among these I noticed several English names.

The Salle de Justice is likewise deserving a visit from its great antiquity; there is a statue of Livy, (a native of Padua,) and several other curious monuments. Also in this hall may be noticed two remarkably handsome sphinxes brought by Belzoni from Upper Egypt. The traveller should also visit the cathedral, the churches of St. Antonio, and St. Justicia, and a private palace, where there are 60 figures forming one group, cut out of one solid piece of marble, by Canova. There is a good theatre here, and one of the handsomest cafés in Europe. The current money, all through this part of Italy, is the swansiker—worth about eightpence, or something less.—The innkeepers always charge in francs—meaning swansikers, but if they see you are not *au fait*, they will make you pay French franks. Another piece of advice is, never to travel by veturino in Lombardy. The new diligences that have been lately established are so superior in every respect, besides accomplishing the journey in two-thirds less time and at the same price; the charge from Padua to Venice, including both the land and water diligence, is eight swansikers, independent of luggage.

VENICE.

The best hotel at Venice is the Hotel de l'Europe, where there is a capital table d'hôte; the charges for rooms here are exceedingly high*. The Hotel de la

* As much as eight francs were paid per day for a bed-room last year (1839).

Reine d'Angleterre is comfortable, the charges moderate, and the proprietor civil and obliging. There is, however, no table d'hôte. The most interesting objects at Venice are the Piazzo St. Marco, the great theatre, the house of Marco Paolo, the church of St. Mark, ornamented with 500 columns of the most precious marbles, the spoils of almost every part of the world—those that adorn the altar are said to have belonged to the Temple at Jerusalem. Over the portico of this church are the famous bronze horses which, 1500 years ago, were considered as the finest ornaments of the hippodrome at Constantinople.

The Ducal Palace, the Bridge of Sighs, with the dungeons beneath, the lions' mouths, which were merely holes cut in the wall to receive private accusations, and the Rialto, will all of course be visited by the traveller, as well as most of the churches and several of the palaces.

The gondola here takes the place of a carriage; these boats hold two very comfortably; they are all painted black, with a covering over them that keeps out rain and sunshine; they have elastic cushions and foot stools, and are nicely carpeted; the charge per day for one with a single gondolier is five swansikers. Steamers leave for Trieste every other evening, and arrive early the next morning; the price of the passage is 9½ florins—a florin is about equal to two shillings, 60 krëutzers, or three swansikers.

TRIESTE.

Trieste is a large and handsome city, with a considerable trade, which is every year increasing, in some measure owing to its being a free port.

It is the grand depôt for all the Austrian steamers that start for the Adriatic and the Levant; these vessels are

handsomely fitted up, and the traveller starting by this route for Egypt or Syria, will experience a much greater degree of civility and attention than on board the French line of steamers, viâ Marseilles and Malta. With the exception of Venice, Trieste is the only sea-port the Austrians possess. This has caused them to expend large sums in the improvement of the harbour, which is generally filled with vessels of all nations. The Lazarette, where travellers are incarcerated on their arrival from Greece or the Levant, is a very comfortable house, and has lately undergone considerable repairs. The quarantine from Greece or the Ionian Islands is ten days, including the day of arrival and the day on which the traveller receives pratique. The whole period, coming by any other than an Austrian steamer, would be fourteen days; the extra four are counted in the voyage, from the time of leaving Corfu, where they take a guardian on board. A very good restaurateur is attached to this establishment, and I think I may safely say I never tasted better dinners than those I sat down to in the Lazarette. A party of ten of us messed together, and a very happy time we had of it.

The streets of Trieste are broad and well paved, and are kept remarkably clean. The houses on either side are lofty and spacious, and its shops are supplied with every article of luxury or comfort that the most fastidious person could require. I noticed a remarkable number of jewellers' and trinket shops, a sure sign of a wealthy place. In fact, Trieste has more the appearance of a great capital than seven-eighths of those so called. It is quite a modern town, possesses two theatres, has no antiquities, and contains several good hotels; by far the best of these is the Albergo Grande. The chief promenade of the Triestians is a place called the Bos-

chetto, about a mile and a quarter from the city. During the summer months this is a delicious retreat. I cannot better describe it than as a large hanging wood, which rises abruptly from the road beneath to the height of 500 feet. The hill side has been laid out in a succession of terraces, which are connected by an endless variety of serpentine walks winding among them by gradual ascents to the very summit of the hill, where there is a small café, and a fine prospect of the surrounding country.

Trieste has two or three places in its neighbourhood which the traveller should make a point of visiting.

Among the most remarkable of these are, Pola, an old Roman city, containing a triumphal arch, a theatre, and an ancient temple, in good preservation. Its distance from Trieste is about twenty German miles. Steamers occasionally go there for a pleasure excursion, once or twice during the summer; they start early in the morning and return in the evening of the next day.

The other objects of interest are the Grotto of Adelsburg, the quicksilver mines of Idria, and the Lake of Czirnitz; the latter is remarkable for the short space of time in which it annually empties its waters into some subterranean channel, at present unknown. Four months in the year it is grazing ground, the other eight a lake.

Route from Trieste to Adelsburg and Idria.

	Posts.
From Trieste to Sesana	1½
Sesana to Prevald	1½
Prevald to Adelsburg	1
Adelsburg to Planina	1
Planina to Loitsch	1
Loitsch to Idria	2

The traveller will have to pay two florins for each post, with two horses. The driver is entitled to thirty

krëutzers by the tariff, but one florin is generally given per post.

Count Valsamachi, Mr. Kuper, and myself, were four days absent on this little tour. The whole of our expenses, travelling post, and seeing every thing worthy of notice on the road, were under 90 florins between us, about three pounds each in English money.

The Grotto of Adelsburg, about two miles distant from the village of the same name, where the traveller will leave his carriage, has long been celebrated as the most extraordinary stalactitic cavern in the world, Antiparos not excepted. Owing to its being the property of the government, not a single stalactite has been broken; every thing remains in the same place as when first discovered. The charge for seeing it is fixed by the Austrian government, including guides and candles, at five florins forty krëutzers, for one person, or a whole party. The view on first entering, looking down from the platform upon the long natural bridge that crosses the river which flows through the cavern, lighted up as far as the eye can reach, with two rows of candles, is most singular and astonishing. Crossing the bridge, the traveller traverses for nearly three miles a succession of halls, galleries, and chambers of the most surpassing beauty. Painter, poet, and the writer of prose must equally acknowledge their inability to do justice to its wonders. If there is any one spot in the world calculated to impress all hearts with wonder and enthusiastic admiration, it must be Adelsburg. Some of the caverns are of such vast dimensions that the traveller can scarce persuade himself that he is not traversing an extensive heath. Many of the stalactites bear a very close resemblance to sculptured figures. At the end of the three miles, the road which has been made through it suddenly terminates. Beyond are a

succession of other caverns, the greater part of which have been, as yet, unexplored, which most probably extend along the whole chain of mountains. But by far the greatest curiosity is an immense subterranean lake. Had there been a boat, I should have crossed it for the purpose of seeing the grottoes beyond it. My companions were more glad of it than I was, for being unprovided with great coats they were suffering all the time from the intense cold, against which I was tolerably well guarded. Although we had started early in the morning, it was far advanced in the afternoon before we reached the village inn. Here we saw a specimen of the proteus, which had been caught in one of the pools of water in the cavern—an elegant little animal, partaking of the nature of the fish, lizard, and serpent; they are of a light pink colour, with gills of a beautiful scarlet, they have four small feet, and average from eight to ten inches in length. The proteus is indigenous to Adelsburg, and is found in no other part of the world. The road from Adelsburg to Idria lies through a wild mountainous country, richly clothed with forests of fir and other trees. The village of Idria is situated in a fertile valley with high mountains rising perpendicularly above it. The inn here is very indifferent, but we found the people that kept it particularly civil and obliging. The mines are close to the village; the ore is found in slate, which lies under a hard and compact limestone. In the new mine, the specimens we saw were between fifty and sixty per cent., in other places they did not average more than three. We also saw the stamping and smelting works, and the manner of preparing the *cinnabar* or sulphuret of mercury; it seems very simple, being 12 parts of sulphur added to 88 of quicksilver. These are smelted together and form the cinnabar. We diversified the route back

to Trieste, by returning through Vippaco, an exceedingly bad and fatiguing road, but infinitely more beautiful than the one we had previously traversed. The excursion to the Lake of Czirnitz must be made from Adelsburg.

From Trieste a very interesting excursion may be made to Dalmatia, without any inconvenience arising from the want of hotels in that wild country, the steamer staying a sufficient time in each port to enable the traveller to visit every object particularly deserving of interest.

LLOYD'S AUSTRIAN STEAMERS TO DALMATIA.

(From Trieste).—These steamers start during the summer on the 5th and 20th of each month, weather permitting, at 6 o'clock in the evening, and will transport goods, specie, and passengers to Lussin Piccolo, Zara, Sebenico, Spalato, Lesina, Curzola, Ragusa, and Cattaro, from which last place the steamer returns to Trieste, after touching again at the above mentioned ports.

During the winter season, that is to say, in November, December, January, and February, these boats will make one voyage in each month, starting on the 5th.

Passengers' fares, without provisions, are charged in florins of the convention.

To	Lussin piccolo.		Zara.		Sebenico.		Spalato.		Lesina.		Curzola.		Ragusa.		Cattaro.	
	Class.		Class.		Class.		Class.		Class.		Class.		Class.		Class.	
	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.
From Trieste	8	6	12	9	16	12	18	13	20	14	22	15	24	17	26	18
From Lussin piccolo	6	4	10	7	12	8	14	9	16	10	18	12	20	13		
From Zara	4	3	6	4	8	5	10	6	12	8	14	9				
From Sebenico	4	3	6	4	8	5	10	7	12	8						
From Spalato	3	2	5	3	7	5	9	6								
From Lesina	3	2	5	4	7	5										
From Curzola	4	3	6	4												
From Ragusa	3	2														

Parties can be accommodated with separate cabins, and for the use of one of the best for 24 hours or less, 20 carantini are charged *.

Passengers who wish to visit the whole line of coast of Dalmatia from Trieste to Cattaro, and to return in the same steamer from Cattaro to Trieste, will have to pay for the first class, only 45 florins, intead of 52.

Provisions according to the tarif on board.

Places may be taken, and every information afforded to travellers, at the bureaus of the following agents:

TRIESTE } VENICE }	At the Chancellor's of Lloyd's Austrian Steam Navigation.
LUSSIN PICCOLO . .	Sig. Gio. Steffano Vidulich.
ZARA	— Brunelli e Borta.
SEBENICO	— Narciso Galeotovich Crivellari.
SPALATO	— Adolfo Auerbach.
LESINA	— Giovanni Dissecco.
CURZOLA	— Antonio Scrivanich.
RAGUSA	— Angelo Descarneaux.
CATTARO	— Gio. Battista Zarevich.

Trieste, June, 1839.

I shall now suppose the traveller once more en route for the Levant, on board one of the Austrian steamers. (Vide Table at page 23.) In fourteen hours from leaving Trieste, the vessel reaches Ancona, where it remains a sufficient time to enable him to visit the triumphal arch erected in the time of Trajan, the only object of antiquity that Ancona can boast of. It is one of the largest towns, and the principal sea-port of the Roman states. By veturino, it is about four days' distance from Rome.

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* The carantini is the same coin as the swanziker, and is worth 8*d.*

LLOYD'S AUSTRIAN STEAMERS IN THE LEVANT.

(From Trieste).—The vessels of this society convey letters, goods, specie, and passengers from Trieste, the Levant, and Egypt, touching in their passage at Ancona, Corfu, Patras, the Pireus, (Athens,)—they proceed to Syra, where their service is divided into two lines,—the first one to Constantinople, touching at the Dardanelles; and the second terminating at Alexandria, after touching at the intermediate ports.

The point of intersection is the port of Syra, where the vessels coming from Trieste, Constantinople, and Alexandria meet, exchange their correspondence, and tranship their passengers, goods, and merchandize from one line to another, always of course observing the rules and regulations of quarantine.

The following are the names of the vessels employed:

Il Giovanni Arciduca d'Austria.
Il Lodovico Arciduca d'Austria.
Il Principe Metternich.
Il Conte Kolowrat.
Il Barone Eichoff.
Il Mahmudie.

} From 320 to 360 tons, and 100 to 120 horse power.

The days of departure are, (weather permitting,) as follows:

IN GOING.

From Trieste . . .	on the 1st and 16th of each month.
Ancona	2d „ 17th ditto.
Corfu	5th „ 20th ditto.
Patras	6th „ 21st ditto.
Pireus (Athens) . .	8th „ 23d ditto.
Syra	10th „ 25th ditto.
Smyrna	11th „ 26th ditto.
Candia	11th „ 26th ditto.

IN RETURNING.

From	Constantinople .	on the 5th and 20th of each month.
	Smyrna	7th „ 22d ditto.
	Alexandria	5th „ 20th ditto.
	Candia	8th „ 23d ditto.
	Syra	11th „ 26th ditto.
	Pireus (Athens) . . .	12th „ 27th ditto.
	Patras	14th „ 29th ditto.
	Corfu	15th „ 30th ditto.
	Ancona	18th „ 3d ditto.

The prices of the passage, without provisions, are in florins of the convention, of which 20 make a mark of fine silver. The florin is worth about two shillings English.

TABLE OF LLOYD'S AUSTRIAN STEAMERS IN THE LEVANT.

For	Ancona.		Corfu.		Patras.		Candia.		Pireus.		Syra.		Smyrna.		Dardanelles.		Constantinople.		Alexandria.	
	Class.		Class.		Class.		Class.		Class.		Class.		Class.		Class.		Class.		Class.	
	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.	I.	II.
From Trieste	15	10	60	40	75	50	96	64	96	64	96	64	108	72	108	72	120	80	125	84
From Ancona			45	30	60	40	85	56	85	56	85	56	100	66	100	66	115	76	120	80
From Corfu					15	10	45	30	45	30	45	30	60	40	60	40	80	54	85	56
From Patras							36	24	36	24	36	24	54	36	54	36	72	48	80	54
From Candia									18	12	15	10	30	20	36	24	54	36	48	32
From Athens											9	6	24	16	30	20	42	28	60	40
From Syra													18	12	24	16	36	24	54	36
From Smyrna															18	12	30	20	66	44
From Dardanelles																	18	12	72	48
From Constantinople																			85	56

Prices of fares in florins.

In case travellers should have occasion to write to any parties connected with the management of these steamers, the following are the agents:

TRIESTE } VENICE }	The Chancellor of Lloyd's Austrian Steam Navigation Company.
ANCONA	Fratelli Stengle e Wagner.
CORFU	Eustachio Calafati.
PATRAS	G. A. Kollmünzer.
CANDIA	Stefano Tadejevich.
PIREUS	Cristoforo Sodargna.
SIRA	Pio Terenzio.
SMYRNA	Carlo Vittorello.
DARDANELLES	Antonio Medini.
CONSTANTINOPLE . . .	M. G. Marinitsch.
ALEXANDRIA	———

Trieste, October, 1839.

Excellent provisions may be obtained on board, and all the steamers have private cabins, and are furnished with a handsome library.

The traveller is now approaching the Ionian Isles, which, in point of beauty and picturesque scenery, are far superior to any other part of Greece.

THE IONIAN ISLANDS,

Now under the protection of the British Government, are seven in number, viz.: Corfu, Zante, Cephalonia, Santa-Maura, Ithaca, Paxo, and Cerigo.

CORFU,

The chief town of the island of the same name, (the ancient Corcyra,) is the first port at which the steamer arrives after leaving Ancona, the voyage in fine weather being generally accomplished in fifty hours. It may now be considered as the capital of the Seven Islands, being the residence of the Lord High Commissioner, Sir

Howard Douglas, and the Ionian parliament, or senate, being always held here. At the very extremity of the long headland upon which the city of Corfu is built, stands the citadel, remarkable for its two rocky eminences, the *aërias arces* of Virgil, and separated from the town by a broad deep ditch, through which the sea flows for a considerable distance. Landing from the ditch, the traveller ascends a flight of steps, opening upon the Esplanade, a very large square planted out on either side with avenues of trees, under whose impenetrable shade I was surprised to see the geranium flowering in the greatest luxuriance; the centre is quite open, and is used for reviewing the troops.

At the bottom of the Esplanade, and facing the sea, stands the palace of St. Michael and St. George, the residence of the Lord High Commissioner. With the exception of the street looking out upon the Esplanade, and nearly facing the citadel, and another long street which runs the whole length of the town, nearly E. and W., with two or three other smaller ones, Corfu is little better than a labyrinth of narrow straggling lanes, following no precise direction, but built as the natural form of the ground admitted. Here the gables of some of the houses, and the fronts of others, are strangely intermixed; some are approached by steps artificially formed, others by ledges of the rock, which time and a very slight degree of manual labour have converted into rude stairs.

A mile from Corfu, and nearly facing the palace, is the island of Vido. To see the fortifications, it is necessary to obtain a pass from the commander, (Col. Brown.) These fortifications are well worth visiting, and when finished will be almost impregnable. One of the prettiest spots, probably, in the whole of the Ionian islands, is the small but elegant villa at present occupied by the

two engineer officers quartered at Vido.. Two miles east of Vido is the island of St. Demetrius, where vessels and passengers from Albania are sent to perform quarantine.

Opposite to Vido is the high mountain called St. Salvador, elevated above the sea between three and four thousand feet. It is the termination of the other promontory, which, conjointly with the one the city stands upon, forms the bay of Corfu. In the distance may be distinctly seen the bold mountain ridges of the Albanian coast.

The traveller who purposes making any stay at Corfu, should provide himself with letters of introduction to the Lord High Commissioner, Sir Howard Douglas, and to some of the officers of the garrison, as the inns here are of a very inferior and disgusting character, worse than a continental traveller can well imagine, from his own experience in Italy or northern Europe.

Taylor's English hotel is the least objectionable, and this is all that can be said for it as yet; besides this, there are La Bella Venezia, and two or three other unhappy looking dog-kennels, hotels only in name, for nothing but the extent of their demands could identify the proprietors with their fraternity in other parts of the civilized world.

I passed two or three days at the first mentioned, in the most uncomfortable manner possible, being reduced to the necessity of eating and sleeping in a small dark room, almost exclusively tenanted by a four post bedstead of antique design and most aristocratic dimensions; the window opened on a blind alley, a most extraordinary Pandemonium, where every sort of abomination appeared to flourish, to the annoyance of more senses than one. In justice to the parties who keep it, I must

admit that they deserve a better house. I found them honest, and with every wish to compensate by their civility for the want of accommodation. La Belle Venezia has not even this recommendation.

But, happily for me, by far the greater portion of the three weeks I spent at Corfu, was passed at the barracks; a pleasanter and more gentlemanly set of men than the officers of the artillery, at whose mess I dined every day, I have seldom, if ever, met with, and I can never feel too much obliged to that friend, through whose kindness and hospitality the remainder of my stay at Corfu was rendered so unexpectedly agreeable.

Sir Howard Douglas I found exceedingly polite and attentive to strangers, but too much of a martinet either to court or obtain great popularity among the natives, whom he evidently despises.

He had some conversation with me upon the subject of my travels in Egypt and Asia Minor, in which he seemed to take great interest, more particularly as the war between Mehemet Ali and the Sultan had just before that period broken out. Sir Howard, though universally respected by the English, is far from being popular with the Ionian Greeks. On whose side the fault lies, it would be difficult if not presumptuous in me to say; I make this observation with some hesitation, and with feelings of the deepest regret, as the holding of these important colonies (for such they might be, did the English government view them in their proper light) mainly depends upon the degree of moral influence that those in command exercise over the hearts and feeling of the Ionian parliament.

Any inquiry therefore as to the grounds of complaint alleged by the Ionians against Sir Howard, it is neither my wish nor intention to enter into. But judging from

the annals of the ancient Greeks, who in many respects were certainly superior to their unworthy descendants, the fault cannot be laid to Sir Howard Douglas; the Greeks having been invariably the most ungrateful and dissatisfied with their statesmen in proportion to the degree of the services and benefits they had conferred on them.

Within a pleasant walk of the town, is the country house of the Lord High Commissioner; it is at present occupied by the family of Mr. Gisburn, whose lovely children are the most attractive ornaments of this little paradise, and bid fair, at no very distant period, to be the reigning belles of Corfu. The grounds are elegantly laid out, and the situation of the house is admirably chosen. The windows of the drawing-room command fine views of the city, the bay, and the distant mountains of Albania. Another favourite walk or ride is to the One Gun Battery. The traveller should, previous to leaving Corfu, make a point of visiting the Passes of Paleocrastrizza, Pantaleone, and Garouni, and he will then have made himself acquainted with the principal points of attraction on the island.

A little further on than the country house I have just alluded to, and almost concealed from sight by the thick foliage of a magnificent grove of olive trees, stands the site of the ancient Temple of Neptune. It was built upon the verge of a steep precipice, overhanging the sea. One solitary column and the foundations of a small chamber, are all the remains that have at present been discovered of it.

STEAM BOATS, ETC.

English Government steamers leave Malta for Corfu every other Thursday, six hours after the arrival of the

English mail from Gibraltar, calling at Zante, Patras, and Cephalonia, and returning by the same route to Malta. The voyage is generally accomplished, in fine weather, in from three to four days. The passage-money, including wine and provisions, is nine pounds. On returning to Malta, if the traveller lands there, he will be subject to a quarantine of fourteen days. The same steamer remains only just time enough at Malta to receive the Indian mail, and then starts direct for Alexandria. The Austrian steamers do not call at any of the other islands, but after stopping at Patras to land passengers, proceed to Athens and Syra, and from thence branch off to Smyrna, and along the coast of Asia Minor to Beirout and Jaffa in Syria, and from thence to Alexandria.

For the means of visiting the other six Ionian islands, see the annexed list of the Ionian Government steamers.

RATE FOR PASSENGERS AND PARCELS, BY THE IONIAN GOVERNMENT STEAMERS.

	PASSENGERS.		CARRIAGES EMBARKED OR TOWED IN A BARGE.		HORSES.	DOGS.	PARCELS OR PACKAGES EXCEEDING THE REGULATED ALLOWANCE.		SPECIE PER CENT.
	Cabin.	Steerage or servants.	Four wheel.	Two wheel.			1 cubic foot or 30 lbs. weight.	Above 1 and not exceeding 30 cubic feet or 500 lbs. weight (the latter in proportion) per foot.	
Corfu to	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ancona or vice versâ, when the steamer proceeds to that port	4 6 8	2 12 0	5 0 0	3 10 0	5 0 0	0 10 0	0 4 0	0 2 0	0 10 0
Paxo or vice versâ	0 7 0	0 4 2	3 0 0	2 0 0	3 0 0	0 2 6	0 2 0	0 1 0	0 5 0
Santa Maura or do.	0 14 0	0 8 4							
Cephalonia or do.	1 3 0	0 13 10							
Zante or do.	1 10 0	0 18 0							
Patras or do.	2 3 4	1 6 0							

Passage-money to be paid in proportion from one island to the other, calculating in like manner for Patras.

Art. 1. Whenever the steamer proceeds from Corfu, to Cerigo, or vice versâ, £3 cabin, and £1 16s. deck.—2. Children under one year, gratis; above one and under eight years, half.—3. To Ancona or vice versâ, when the steamer proceeds to that port; cabin passengers are allowed to take 150 lbs. of baggage, if not exceeding nine cubic feet; steerage passengers and servants, 100 lbs. of baggage, if not exceeding six cubic feet.—4. To the islands or vice versâ, cabin passengers are allowed to take 100 lbs. of baggage, if not exceeding six cubic feet; steerage passengers and servants, 70 lbs. of baggage, if not exceeding four cubic feet.—5. No passengers or parcels, either public or private, will be received on board without the agent's ticket, or measuring more than thirty cubic feet, or 500 lbs. weight.—6. Passengers are recommended to pack their baggage in as small a compass as possible, and to have their names and ports of destination distinctly marked, and firmly attached to each package, damage or loss thereof being at the owner's risk.—7. Carriages, horses, and dogs, will be received only when convenient.—8. All specie must be entered as such, shipped and landed by the consigners and consignees respectively, and cleared from the vessel immediately on her arrival at the port of destination.—9. Passengers and parcels must be entered and paid for at the steam vessel office, previous to embarkation, and the agent's receipt will be a ticket for admission, without which nothing will be received on board.—10. Passengers are requested to conform to the hours fixed for the vessel's departure, as the greatest possible punctuality will be observed.

CORFU, 7 November, 1839.

J. STEVENS, Agent.

CEPHALONIA.

Cephalonia, originally called Κεφαλη, from its being the ancient capital of the Seven Islands, of which it is the largest, is thirty-two miles in length, and eighteen in breadth, and about a hundred and fifty miles in circumference. The whole of this district is exceedingly mountainous, and of a barren and sterile appearance. With the exception of a few dwarf plants of the cedar tribe, it is entirely destitute of trees and foliage, and but a very small portion of the soil in the valleys is capable of cultivation. At the southern extremity of the range of mountains that intersect the island, and opposite to the coast of Zante, is the Black Mountain, the ancient Ænos, by far the highest in the Ionian islands. It was formerly covered, nearly to the summit, by a vast forest of fir and cypresses, but about thirty-four years ago they were entirely destroyed by fire. Nothing can be more miserable and dreary than their present appearance.

The harbour of Cephalonia, owing to its serpentine form, is exceedingly difficult to enter, but the port itself is spacious and convenient. The entrance to it is extremely picturesque; on either side are groves and plantations, with high mountains rising behind them.

On the western side of the harbour, three miles from its entrance, stands the town of Lexuri (the ancient Palis).

Argostoli, the capital of the island, is situated upon a small peninsula, close to the sea, on the opposite side of the harbour. It is about three miles in circumference, but it is every year increasing in size, in some measure owing to its being unwalled. It consists of two principal streets, which run north and south, and a number of cross streets and lanes. The principal one is a mile

and a quarter long, and faces the water. All the streets are narrow, but kept remarkably clean and well paved. The houses are built of stone, and seldom exceed two stories in height. There is no hotel at Argostoli, nor is there much call for one, this island being so little visited by the generality of tourists.

The traveller should make a point of procuring letters of introduction to Mr. Tenison, the resident, so well known in the Ionian islands for his liberal hospitality and kindness to strangers. Among the few objects of interest at Argostoli, is the museum of Count Valsamachi, the counterpart of the one formed at Florence, by the Abbé Fontana. I had the pleasure of first making this gentleman's acquaintance at a ball given at the palace at Corfu; some few weeks afterwards, found us on board the same steamer, (the Baron Eichoff,) on our way to Trieste, and a most delightful voyage it proved. Among the passengers, besides the Count and myself, were the Rev. Mr. Kuper, Dr. and Miss Thomas, Seniors Stephano and Corafa, and a Dr. and Mrs. Phocas; five out of this party the reader will see by the names are Greeks. During the voyage we became extremely intimate. A tour in the Levant entirely changes the character of an Englishman. There he is seen to the greatest advantage; no longer cold, silent, and unbending, he is not afraid to speak to his fellow countrymen, as in France, Switzerland, and Italy, nor does he feel ashamed of meeting his companions again in England, well knowing that the traveller in the Levant, by birth, feelings, and education, if not in fortune, must essentially be a gentleman. The ruined gambler, the swindling sharper, the vulgar tradesman grown suddenly rich, may all be found in the former countries, but here the quarantine draws the barrier.

On the arrival of our party at Trieste, we were of

course incarcerated in the Lazarette, where we breakfasted, dined, and drank tea together every day, and the evening generally finished with a round game. In fact, our time passed so quickly and agreeably, that there was not one of our party that was not sorry when the day arrived which gave us pratique. I cannot conclude this long digression, without bearing testimony to the honesty and good feeling which distinguish the character of the higher classes among the Ionian Greeks from that of the great mass of their countrymen, so generally the subject of censure by modern travellers.

About three miles to the S.E. of Argostoli, is the site of the ancient city of Cranii.

The Cyclopean walls which formerly surrounded it, may be distinctly traced. Cranii is mentioned in history as one of the four kingdoms in which this island was formerly divided. (See Livy, Liber 38. c. 29.) The other three kingdoms were Samos, Palœa, and Pronos. To the S.W. of Argostoli are some catacombs, which were opened for the first time by the Venetians when they held possession of these islands, in 1647. About six miles from Argostoli, on the summit of a lofty hill, stands the castle of St. George; a little below the castle is a well built village, which occupies the eastern extremity of the hill. Notwithstanding the barren and rugged appearance of Cephalonia, it contains some picturesque and lovely views, among which the valley and bay of Samos deserve the attention of the traveller; not only for the beauty of the scenery, but from the exceedingly interesting remains of the ancient city of Samos, the plan of which may be distinctly traced. Cephalonia is as celebrated for its wines and currants, (a species of dwarf grape,) as Corfu for its oil and olives. Of the wines, there are no less than eighteen different

sorts; and, comparing the extent of cultivated surface in the two islands, the traveller will be surprised to find that more currants are exported to England than from Zante*. Persons merely passing the island in a steamer, would imagine it incapable of producing any thing. Cephalonia is celebrated in ancient history for the long time it maintained its independence against the Romans, when Athens, Corinth, Sparta, and all the other celebrated republics of Greece had yielded to their arms. It was finally taken by the consul Fulvius. After successively, in common with the other islands, passing through the hands of the Romans, the eastern emperors, the Lombards, the Ottomans, the Venetians, the French, and the Russians, it has finally become one of the colonies of the British empire. Did the government understand its real interests, what a happy and prosperous colony these beautiful islands might become. By reducing the duty on its wines and produce, with the aid of English capital and English industry, we might become in a great measure, independent of our trade with France. In return for their wines and other produce, the inhabitants, as they became richer, would not only have it in their power, but would naturally desire, to receive a larger proportion of our manufactured goods. Fresh towns and villages would spring up; land now considered of no value would then be cultivated; the very rocks beneath an artificial soil might be seen teeming with vegetation. With trade, would naturally follow increased civilization; old errors

* Leake gives the return of the quantities of currants exported in 1830, from Zante, 11,000,000 lbs.; Cephalonia, 7,000,000 lbs.; Patras, 5,000,000 lbs.

The very heavy duty imposed by the colonial government, and the increasing prosperity of their continental rivals under their present rulers, will, I fear, tend to reduce these numbers.

and prejudices would then be laid aside, for the spirit of enquiry would be abroad, and the inhabitants be capable of appreciating the benefits of an education that would make them wiser, better, and happier than the greatest of their ancestors. Public and national schools under the fostering hand of a paternal government, in which religion and morality would be strictly inculcated, might then be productive of the greatest possible advantage, and England might have the pleasing satisfaction of feeling that in promoting the welfare and happiness of others, she was thereby increasing her own.

ZANTE.

Zante, from the exceeding beauty of its scenery, deservedly merits its appellation of Il Fiore di Levante. The pleasure which I felt in approaching its verdant shores and mountains, clothed to their summits with luxuriant and umbrageous forests, was not a little increased from my lengthened sejour upon the arid and barren rocks of Malta. The town of Zante extends for nearly two miles along a curved and beautiful bay, with high mountains rising nearly perpendicular behind part of it, while the remainder opens out upon the rich and extensive plain, where the vineyards producing the far famed currants of our Christmas puddings are situated. All the Ionian islands are more or less subject to shocks of earthquakes, and other volcanic phenomena, but at Zante they are more frequent than any other part of the globe; scarce a week passes without a shock. In fact, Zante would appear, in regard to these phenomena, which have so long puzzled our geologists, to bear some analogy to the star in a cracked globe of earthenware or glass, from which all the fissures radiate, and is therefore affected by every vibration on the surface.

There are many severe shocks on record. That of 1820 is thus described by an eye-witness,—Staff-surgeon Thomas.

"The concussion was first felt in quick, perpendicular, and then in horizontal vibrations, and so very violent, that the houses rocked to and fro like a ship in a heavy sea; their tiles were either shaken off or altogether loosened; the beams forced their way through the walls, and many of the roofs fell in with terrific crashes. The dismay caused thereby was rendered doubly horrific from the extreme degree of darkness that prevailed at the moment, preventing the people seeing the fearful devastation occurring around them.

"Seven new houses were completely thrown down by the concussion, and 860 so materially damaged, that two-thirds must be levelled with the ground; nor has a single church, or house in the town, however strongly built, escaped injury, more or less, although many of them resisted the great earthquakes of 1767 and 1791.

"The earthquake was preceded, during the previous day, towards the evening, by a dense state of the atmosphere, a strong wind at the sirocco point, with a heavy rumbling sea; and about half an hour before the concussion took place, a meteor was seen by several shepherds who were visiting their flocks, of a considerable size, resembling a circular ball of fire, descending as it were, to the southward of Mount Scopo, the horizon appearing, at the same time, and in the same direction, in a blaze, at which the men were so much frightened, that they returned home with all possible speed, telling what they had seen.

"Several slight shocks continued to succeed throughout the course of the morning, and a little before noon a very severe one took place, while the constituted authorities, with

the Pronto Papa and the whole of his clergy, together with a vast concourse of the people, were assembled in one of the principal churches, returning thanks for their recent deliverance, which shook the building in a most terrific manner, threatening destruction to all within; yet not a soul attempted to escape from the menaced danger during this awful scene of solemn thanksgiving. Half an hour previous to this (at 11 o'clock) there fell the heaviest shower of hail ever witnessed in this island, or perhaps in any other country. The hail-stones were solid pieces of compact ice, of irregular and various forms, and so hard that they could not be easily broken by the hand, weighing from three to four ounces avoirdupois, and measuring from seven to eight inches in circumference. To this tremendous shower succeeded a gale of wind, still blowing from the sirocco or S.E. point, accompanied with thunder, very vivid forked lightning, and rain, which, towards evening and during the night, fell in such torrents, that immense quantities of earth and clay were washed away from the Castle Hill, and coming down with irresistible force, several houses, with their inhabitants, were swept away by the flood, many of whom were dreadfully bruised, and two persons were actually carried into the sea and drowned. During the whole of this melancholy night, the inhabitants were in a state of the utmost anxiety, fearing a return of the earthquake. To add to the horror of their situation, the rain poured through the roofs of the houses as through a sieve, in consequence of the tiles being loosened, and every apartment was drenched in wet. Providentially, only ten lives were lost altogether; viz., eight by the falling in of the houses, and two drowned, as before stated; 29 persons were wounded, and half a million dollars' worth of property destroyed."

The Pitch Wells, most probably connected with the volcanic phenomena of this island, are close to Port Cheri, about two hours distant from the city; there is only one well which shows the bituminous fluid floating on the surface, but the whole district abounds more or less with bitumen. The captain of the Hermes, (Capt. Blount,) in which vessel I made the voyage to Zante, shewed me a strong bituminous spring about a mile distant from the shore, which forces its way upwards with so much violence, that in quiet weather the surface of the water for a considerable distance is covered with petroleum (floating tar). Eight ounces of the tar yield by distillation two ounces of pure petroleum. Might not the bitumen found in this island, mixed with other substances, be beneficially used in the place of coal*? The hill on which the castle stands is another geological curiosity, it is an isolated crag

* This island being a convenient depôt for the coal consumed by the Mediterranean steamers, large quantities are sent from Wales to supply the government contracts, and other general demands; but as the breakage is very great, a large stock of the *small* is collected in the government yards, and not being of a bituminous character, it is quite useless for any other purpose than that of burning lime.

The inexhaustible supplies of bitumen in some parts of this island suggest the idea that a fuel might be produced, similar to that known in London as the patent coal, which is formed by combining the above materials with a certain proportion of clay. It was used with perfect success on board the British Queen and other steamers, and the only objection to it is, as I have been informed, the difficulty of procuring in England a regular supply of the bituminous portion of the mixture. No such objection would arise in Zante, and those who are aware of the very large proportion of argillaceous matter which may be beneficially introduced into this compound, will perceive to how great an extent the supply of a most important article of trade might thus be increased.

of considerable elevation, and appears to have been torn asunder from the adjoining mountains by some great volcanic concussion; in shape it resembles a cone. On the side facing the sea, its whole surface is covered with houses, which form the upper part of the town, the remainder of which is perfectly level, and extends along the sea-shore, as I before said, for nearly two miles. The principal street, called the Via Larga, presents an imposing appearance; the houses are built of stone, and rise three or four stories in height, with piazzas beneath them, affording a pleasant promenade for the inhabitants during the hot weather. Under these are the principal shops. The style of architecture is Venetian, peculiarly suited to this climate. All the large streets are well paved and face the sea, and are intersected in various directions by small lanes and alleys, excepting where the houses stretch up the hill, upon which the castle stands; the town nowhere exceeds three hundred yards in breadth. Nearly all the springs in the town are so saturated with either sulphate of soda, or sulphate of lime, as to be almost unfit for drinking. The principal supply of water is obtained from the fountain of Crio Nero, about half a mile to the north of the city.—Zante is well populated, and contains forty-eight villages and many scattered houses, some of which present a highly elegant and picturesque appearance. The whole length of the island is about twenty-four miles; its greatest breadth twelve; and its circumference seventy. No antiquities have been discovered in the island. The Italian hotel at Zante is better than I expected.

SANTA MAURA.

Santa Maura, anciently called Leucadia, from the whiteness of its rocks, is divided from the main land of

Acarnania by an artificial channel, and is distant from Cephalonia about ten miles. Amaxichi, the chief town, is situated on an extensive plain covered with olive trees, and contains a population of about six thousand persons. About three miles distant are the Cyclopean remains of the ancient city Leucadia. At the south-west extremity of the island is the bold promontory of Cape Ducato, celebrated as having been the scene of the lover's leap. The steamer on its way to Malta passes close under these cliffs; they rise about one hundred and fifty feet above the sea, which is of a considerable depth directly beneath them. Leucadia is celebrated in classic history, as having, in common with the inhabitants of the other islands, formed part of the army, commanded by Ulysses, which assisted at the siege of Troy. The general aspect of the scenery is exceedingly barren and mountainous, though many of its isolated valleys are equal in beauty to those of Corfu. It possesses no rivers, but is well supplied with springs and natural fountains. Besides the capital, there are two and thirty villages scattered over the island, some of them situated on the very tops of the mountains. Earthquakes are of frequent occurrence, but, unlike Zante, this island is seldom affected by those of other places.

ITHACA.

Ithaca, the birth-place of Ulysses, is little better than one mass of rocks and mountain; it is about eighteen miles in length, and from one mile and a half to five in breadth. Its distance from Acarnania, from the nearest point, is fifteen miles. Vathi, the capital, is a clean and pretty looking town, consisting of one long street, with lanes and alleys intersecting it. The site of the ancient capital of Ulysses is to the south-east of the present town, where several interesting remains have been discovered.

A small distance below the entrance of the harbour is the cave in which Ulysses was placed, while sleeping, by the Phœacians. On the isthmus, near Aito, are the ruins of some Cyclopean walls. The far-famed fountain of Arethusa lies about four miles from Vathi. There is little else upon the island to interest the traveller.

PAXO.

The little island of Paxo is not more than seven miles distant from the most southern point of Corfu, of which it probably once formed a part, till separated from it by some volcanic catastrophe. It is composed of a single mountain, and is about twelve miles in circumference. Independent of the officer who commands the small detachment of soldiers quartered on the island, the only English resident there is Dr. Thomas, the Chief of the Quarantine Department, whose hospitality and kindness are acknowledged by all who have had occasion to visit these islands. Were it not so well known, indeed, I might feel some hesitation in making mention of these personal kindnesses in a work of this nature, for the proceeding is not unlike that, which we so feelingly reprobate in the mendicant community, of sending half a dozen of *their* fellow travellers to annoy the only man in the neighbourhood, who has established a claim upon their gratitude. For this reason only, I have omitted the names of several parties to whom I was under considerable obligations, hoping to find a better opportunity for making the acknowledgment.

To the south of Paxo, is Antipaxo, notorious during the last two centuries, as the rendezvous of the pirates who frequented these islands; it is a barren rock without any object of interest, and now only inhabited by a few fishermen.

CERIGO.

Cerigo, the most southern of the Ionian Islands, is but little visited by the generality of travellers. Nor does it contain any objects of sufficient interest to repay the trouble of the voyage. It is situated at the entrance of the Archipelago. Its extreme length is twenty miles; its breadth twelve. Its chief town is called Kapsali. It is celebrated in ancient history as the favourite resort of the goddess Venus, and the birth-place of Helen, who appears to have been a protégé of hers. The desolate aspect of this Cythera might alone suffice to account for the success of Paris, without ascribing much to the influence of the goddess, whose bad taste in the selection of her head quarters I cannot sufficiently reprobate. To the east of Cerigo is Cerigetto, a small island, formerly called Ægilia.

MONEY.

The current money of all these islands is Spanish and Mexican dollars, and English half crowns, the sovereign bears a premium of from four pence to six pence, and is seldom if ever seen.

All the smaller English coin is very plentiful, and the dollars being valued at 4*s*. 4*d*., there is no difficulty in the exchange.

GREECE.

On entering Greece from the Ionian Islands, take care to get rid of all your Mexican dollars, as they are at a considerable discount beyond the English colonies.

Since the establishment of a national currency in Greece, their standard of value has been the drachme, which is worth rather more than $8\frac{1}{2}d.$ Thus :—

		s.	d.	
The new Greek dollar	= 5 drachme	= 3	8	nearly.
The Spanish dollar	= 6 ———	= 4	4	
The Sicilian dollar	= 5 dr. 58 lepta	= 4	0	
The five franc piece	= 5 dr. 58 lepta	= 4	0	
The crown piece	= 7 drachme	= 5	0	

The lepta is one hundredth part of a drachme, and the 10 lepta piece, therefore, much resembles our penny.

With regard to servants, I should advise the traveller in Greece never to engage a native servant, or put the least confidence in one of this nation; to keep his portmanteau locked, as well as the door of his room; and never to enter an inn, without ascertaining *in limine* at what rate he is expected to pay. In order that I may escape the charge of prejudice, to which the above and some previous remarks on the Greek character might subject me, I shall take the liberty of extracting the following passage from a distinguished author, (R. C. Madden, Esq.) "I never knew a Greek who was not unnecessarily and habitually a liar; he is subtle in spirit, insidious in discourse, plausible in his manner, and indefatigable in dishonesty—in short, he is an accomplished scoundrel." Travels in Turkey, &c., Vol. I. p. 31. See also Sir William Gell's writings, and Sir Grenville Temple's Excursions in Greece, for confirmation of my assertion.

The limits of the present work will not allow me to enter into any details of the ancient history of this country; nor would such an essay have any advantages to recommend it.

On these subjects I must refer the traveller to Homer, Thucydides, and Pausanias, of whom, especially the latter, I should advise a careful perusal on all occasions that offer, as it is of the utmost importance that the geographical position and historical reminiscences of every object should be previously ascertained. Were it not for these interesting monuments of the past, there would be little indeed to recompense the traveller for all the toils and perils of a journey through Greece,—a country, with but few exceptions, destitute of inns, roads, and bridges, and continually infested by bands of robbers, the peculiar curse of countries in which society is in an unsettled state. Even these difficulties, serious as they sometimes become, are productive of certain effects which reconcile the classical traveller to much inconvenience. Were Italy as destitute of accommodation, how great a change would appear in the number and character of English tourists who are now incessantly posting between Rome and Naples, doing the scenery, blowing up the innkeepers, and making large sketches and small notes of every thing they see and hear.

In Greece every object is seen naked as it reappeared after fifteen centuries of undisturbed repose, and the traveller may discover, or fancy that he has discovered, that which no other has observed before him; at any rate, if he deceive himself, he has the satisfaction of feeling confident that others are not deceiving him, (for he must not expect to acquire much information, either authentic or apocryphal, from his native guide,) and thus circumstanced, he is not afraid of occasionally wasting a little enthusiasm. But, in Italy, a mixture of truth and fiction, in certain proportions, is stirred into a varnish which

lackers every object, and the suspicious Englishman puts on his *nil admirari* philosophy, the best armour of proof against every thing approaching to humbug, though, like all other defensive armour, it has a constant tendency to subdue the energies of the wearer.

To the above mentioned causes, imperfectly explained as I fear they are, I do not hesitate to attribute the marked difference of our national character as seen in Italy and the Levant; and forming, as it does, a characteristic of our physiology as a travelling people, it is not altogether unworthy of notice.

PATRAS.

Patras, the ancient Patræ, is the last place I have to describe, at which the Ionian Government steamers touch, for they very rarely, if ever, extend their voyage to Cerigo, excepting when the vessel is expressly engaged for the trip. The town is situated nearly at the extremity of a deeply indented bay, at the foot of a high mountain, half way up which stands the castle, at present in a ruinous condition. With the exception of two or three of the new streets, now building, the generality of them are narrow, unpaved, and filthy in the extreme. Greeks and dirt seem to go hand in hand together; even Sir William Gell, one of their warmest panegyrists, cannot help ending one of his sentences with the following remarkable passage: "The Turk is an honour to the country he inhabits, while the Greek is worse than the very scum and dirt of it." This axiom may equally be applied to their persons as to their morals. Patras, however, notwithstanding its dirt, promises some day or other to be one of the most rising places in the new kingdom of Greece. It is already furnished with its foreign consuls, and moreover rejoices in an inn called

the Hotel of Great Britain; the accommodations are very inferior, and the charges proportionably high.

Patras, according to Pausanias, was formerly celebrated for the magnificence of its temples; no vestiges remain by which they may be distinguished, though there are not wanting antiquarians who imagine they have discovered the site of the temple of Diana.

Owing to the Austrian, the Ionian, and the English Government steamers all calling at Patras, the generality of travellers either commence or terminate their tour at this place. Supposing this, therefore, to be his starting point, I should recommend the traveller to engage a boat, (the price should not, at the most, exceed ten dollars,) and make the voyage of the Gulph of Lepanto to Corinth, with the proviso of sleeping one night at Scala de Salona, for the purpose of visiting the site of the ancient Delphi, without any extra charge. The inn of this miserable village is little better than an Irish cabin; a low divan runs round the room, which forms the sleeping place; the floor is of clay*.

Means of conveyance can readily be obtained at the inn, and in an hour and a half from leaving Salona, is Krisso, (Crissa,) where the Pythian games were held; and in another hour the traveller reaches Kastri, the ancient Delphi, just before reaching which are some curious tombs excavated out of the rock. The village of

* Provisions, the traveller will of course have amply supplied himself with from Patras.

Though at first sight it may seem an useless incumbrance, yet much comfort will be experienced in having a small canteen, so formed as to sling across a horse's back, containing a teapot, small kettle, tea and sugar, and a few other table necessaries. Tea, in particular, is seldom if ever to be met with in Greece. It is the most wholesome and refreshing beverage the traveller can take after a hard day's journey.

Kastri is built upon ancient stone terraces, gradually rising one above the other. The little Greek church of St. Elias occupies the site of the ancient temple of Apollo. The seats of the amphitheatre, cut out of the rocks, remain tolerably perfect. Having inspected this and drunk of the Castalian spring, the traveller will have seen the principal objects of interest at Kastri.

Embarking again from Salona, in twelve hours, with any thing like a fair wind, the traveller will find himself at Lutrachi, on the opposite side of the Bay of Corinth. All boats are obliged to land here first, the custom-house being on this side; and at Lutrachi the traveller will find horses in readiness to transport himself and baggage to Corinth*. The charge should not exceed two drachme, though it is more than probable they may ask five or six. But a clever servant, who can speak Greek, (though not of that nation,) and is used to travelling, will manage all this better than his master could. Corinth contains but few antiquities to induce the traveller to remain longer than necessary, nor does the very dubious character of the Cephalonite who keeps the khan or inn render it prudent that he should do so. The affair of the unfortunate purser of the Portland, who disappeared in so extraordinary a manner within a few yards of the inn, has not yet been cleared up; he had a considerable sum of money about him, and those who know the Greek character do not scruple to say the landlord was concerned, directly or indirectly, in his fate.

* Horses and mules may be hired in all the towns, but as some are much better than others, it is advisable to make a permanent engagement for as long a period as the traveller is likely to require them, paying at the rate of a dollar a day, and half price on the days of rest; by this means he insures the command of a good horse, which gets accustomed to his saddle, &c., and daily improves in appearance, under the temporary change of masters.

The town is one mass of ruins; a few new shops are just beginning to rear their heads among them. The ascent of the Acro-Corinthus is very steep, and occupies nearly an hour; the top of it commands one of the most magnificent views in all Greece. Seven broken columns are all the remains existing of the magnificent temples, theatres, and other edifices which once adorned this princely city, whose wealth and luxury amounted to a proverb *.

FROM CORINTH TO ATHENS.

From Corinth to Athens the traveller has the choice of two routes before him. The first overland, by Megara and Eleusis; the latter by crossing the isthmus, (about nine miles,) to Calamachi, and taking boat from thence to Athens, visiting the island of Ægina, celebrated for its temple, still in tolerable preservation; and Salamis, for its being the scene of the defeat of the Persian fleet.

THE PIRÆUS AND ATHENS.

On landing at the Piræus, or sea-port of Athens, distant from the city between five and six miles, the traveller will be at no loss for a conveyance, carriages with one and two horses being always in readiness; two drachme for the former, and four for the latter, is a fair price. Be careful, however, in your selection of a voiture, many of them being in a ruinous condition. The last time I left Athens, in the spring, the one I had engaged literally came to pieces, the two front wheels making each a separate excursion to the right and left of us, while the carriage and horses came to the ground at the same time; fortunately for me, my two companions, MM. Mousset and Kaull, were both of them tolerably

* "Non cuivis homini contingit adire Corinthum."
HOR. EPIST. I. 17.

fat, which in all probability saved me from several bruises. How we extricated ourselves I know not, but certainly no thanks were due to the driver, for instead of coming to our assistance, he sat down on the road side and began to weep bitterly. The remainder of the distance we had to accomplish on foot. The road to Athens is perfectly level, and kept in good order; it lies over an extensive plain covered with olive trees, with mountains in the distance. Long before the traveller reaches the city, he perceives the Acropolis with its ruined temples; half way is a small Greek café, where the driver generally stops to water his horses.

ATHENS.

Can this be Athens? the city of Pericles! the seat of all the arts and sciences,—celebrated alike for its wisdom and riches, its orators and its statesmen!—naturally exclaims the traveller to himself as the carriage, after laboriously wending its way over heaps of filth and rubbish, and through a succession of deep ruts, which everywhere intersect the narrow lanes, at length deposits him at his hotel.

> The host, perhaps, and some few more,
> Came out to see who was the stranger;
> His head was shook, his ribs were sore,
> But otherwise there was no danger.

Yes, this is modern Athens, the dirtiest little town in all Christendom, as unlike the ancient city as the modern Greeks are to their illustrious ancestors. It really would appear as though our omniscient Bard had visited Athens itself, with the view of collecting materials for Timon's comprehensive curse against place and people. But let us leave the Greeks for a while, and say something about the hotels, the first information the traveller is naturally

desirous of obtaining before he starts to ascend the Acropolis. By far the most comfortable, though the dearest, is Casali's Royal Hotel; the same person has also another hotel in the Place des Voitures, where all the hackney carriages stand, and which I should recommend in preference to the former, from its having a restaurante attached to it, where the traveller may breakfast and dine every day à la carte, which he will find much more economical than being served in his rooms at the other hotel. Besides these, are the Hotel de France, the Hotel de Munich*, and several others,—all of them small dirty looking holes, as all travellers who have been at them will testify.

To see the interior of the Acropolis, it is necessary to obtain a permit or pass †, which will last the traveller the whole of his stay at Athens.

The temples on the Acropolis are in a great measure hid from sight by a high fortified wall built by the Venetians, who used it as a citadel during their occupation of this country. At one of the corners of this immense area is a lofty tower, rising far above the tops of any of the temples, built by the same people. The ascent to the Acropolis is very steep, it takes nearly an hour to reach the summit from the hotel. Passing through the Propylon, used as a guard-house, the traveller will be obliged to write his name in a book kept for the purpose, and to stop for a few minutes to have his pass examined; this being finished, he is at liberty to enter the sacred precincts. The first object that strikes his attention is the Temple of Victory, a small but elegant look-

* The Hotel de Munich has a table d'hôte.

† Mr. Giffard states that he paid two drachmæ, but no charge is now made for these permits.

ing building; for many years it lay concealed under accumulated mounds of rubbish, until a fortunate occasion for the removal of a Turkish battery that guarded the approach, when, on clearing away the ruins, the floor of an ancient temple was discovered, with so many fragments of pillars and other ornamental architecture, that it was immediately recognised as the Temple of Victory, mentioned by Pausanias. The present government has restored it nearly in its original position.

But what is that beyond, with its eight beautiful Doric columns still standing in both fronts, its steps and entrance almost perfect, its shattered roof and heaps of broken pillars amid mounds of rubbish lying scattered around it in all directions? It is the Parthenon, the Temple of Minerva, once the glory of Greece; the noblest monument of ancient architecture that human ingenuity and talent ever achieved. It was built by Ictinus and Callicrates, under the direction of Pericles, who sought by this and the other magnificent temples and sumptuous edifices with which he adorned their capital, as well as by liberal grants of the public money*, to divert the at-

* "Cimon, by the greatness of his birth, the lustre of his actions, and the largeness of his estate, had placed himself at the head of the nobility, and was by them considered as their chief, being revered for his magnanimity, as he was beloved for his generosity and condescension. The multitude, therefore, was the sole resource of Pericles. . . . . With all his abilities, he perceived it impracticable to carry his point, unless he could be as liberal as Cimon, to which, though his will was equal, yet his fortune fell short; but he overcame this difficulty, by making bold with the public money, and doing what all artful politicians have done since, obliging the people at their own expense. He increased the salaries given to such of the Athenian citizens as sat in courts of justice, and the money given the poorer citizens for attending at assemblies, and to enable

tention of the Athenian people from the deep laid schemes he was weaving to enslave them; and, like our modern reformers, to build up his power, and increase his patronage, by disturbing the tranquillity, and subverting the constituted system of the national government. It must, however, be admitted that under Pericles the Athenians reached a higher state of wealth, prosperity, and power, than they had ever previously enjoyed. But it was not the healthy and permanent strength of a great nation, it was momentary and shortlived, like the temporary vigour and spirits imparted to the mind by wine or opium, but which leaves it in a state of lassitude and weakness in proportion to the degree of excitement it has produced. With Pericles the power of Athens fell.

The remains of the ancient sculptures that once adorned the interior of the Parthenon are now deposited in the British Museum, under the name of the Elgin Marbles, as also is the whole of the frieze of the east portico of the Temple of Victory.

To the left of the Parthenon, is the Erecthéum, or triple temple of Erectheus, Minerva Pollias, and Pandrosus; it is of the Ionic order, and though probably more beautiful in its details, is far inferior in point of magnificence and grandeur to its loftier neighbour. Nearly in the centre of the area of ruins is a small Turkish mosque, now converted into a barrack. Advancing in a straight line, close to the outside walls, you arrive at a small chamber, in which have been deposited, from time to time, the numerous antiquities that have been found in clearing away the ruins. Of the vast

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them to pay for seats in the theatres."—Vide Plutarch in vitâ Periclis.

sums of money expended in adorning the temples that crown the Acropolis, we may form some idea from the fact, that, after the immense number of them carried away by the Emperor Nero, three thousand statues still remained.

At the foot of the south-east corner of the Acropolis stand the remains of the Theatre of Bacchus, where the tragedies of Æschylus, Euripides, and Sophocles were originally performed: here Demosthenes was thrice presented with a golden crown by his grateful countrymen.

Half way up the rock, a little to the right, are two columns of unequal size, close to the entrance of a subterraneous passage, now closed up. Leaving the amphitheatre, and proceeding in a straight direction for a short distance across some level ground, the traveller comes to some rocks of no great elevation, in which are shewn excavations, said to have been the prison of Socrates.

After climbing these rocks, the ground is one continual ascent until it terminates in a steep hill, at the highest summit of which is the temple or monument of Philopappus, the Syrian. None of the ancient authors give any account of this structure. It was originally of a semicircular form; it exactly faces the Acropolis, of which it commands a fine view. Two headless figures in niches, and a triumphal car and procession, handsomely sculptured in relievo, are the only ornaments remarkable about it. Retracing his steps, and proceeding in an easterly direction, the traveller reaches the gate of the city of Adrian, not one vestige of which remains, except the sixteen magnificent Corinthian columns which once formed part of the Temple of Jupiter Olympus. There were originally one hundred and twenty of these gigantic pillars, and when we consider that they stood more than sixty feet in height, it is difficult to imagine what can

have become of the fragments. The foundation of this superb temple was laid by Pisistratus; Adrian had the glory of finishing it seven hundred years afterwards. A little to the north of the Museium, on which the monument of Philopappus stands, is the rocky height of the Pnyx, where the Athenian orators used to hold forth to the assembled multitude; the steps leading up to it are nearly perfect, as also is the pulpit; part of the platform on which the assembly stood is built up. The Areopagus lies nearer to the city. It is by no means a high hill, but it commands a full view of the Acropolis and surrounding country. To the Christian it must ever be an interesting spot, from its marking the site where the great Apostle of the Gentiles delivered that touching discourse upon the nature of the true and only God, as recorded in the 17th chapter of the Acts. The Temple of Theseus is the last object of interest without the town that I have to describe, and the most northern of all the antiquities. It is a small but beautiful specimen of Doric architecture, in almost perfect preservation. It has thirteen columns on the sides, and six in front, with a pronaon and posticum, over both of which are some richly carved cornices. The interior is used as a museum, and contains a great many interesting sculptures, by far the best preserved of any in Athens.

This temple was erected by Conon, the Athenian, 465 years B.C., thirty years before the building of the Parthenon: it stood nearly in the centre of the ancient city, of which it formed the principal sanctuary. Close to it was the favourite promenade of the inhabitants; here Aristotle taught philosophy, instructing such as came to hear him as they walked; from which circumstance his disciples were called Peripatetics. Nearly in front of the entrance to the Temple of Theseus, are two beautiful

marble sarcophagi, in perfect preservation, covered with sculpture of elaborate workmanship. On the side of the one nearest the temple, are carved two lions drinking out of the same goblet; on the reverse, groupes of little Bacchanalians, dancing together in the most grotesque positions possible; one of them in such a state of intoxication as to be obliged to be supported by his companions.

On the second tomb, are Centaurs chasing the lion and panther, while the other side is ornamented with a beautifully carved representation of the hare (sacred to Athens).

Besides the above mentioned antiquities, there are two or three objects of interest scattered about the town.

The gate of the Agora, or new market, erected by Adrian, is still standing; it consists of four Doric pillars, handsomely fluted, which support three tiers of masonry, the upper one gradually rising to a centre, so as to form a triangle. A short distance from the Agora, is the Tower of the Winds, an octagonal building, erected 160 years B.C.; the eight winds are sculptured on it. The Stoa, or forum of the city, built also by Adrian, can with difficulty be traced. Nine Corinthian pillars, four of them standing on either side of a ruined church, which has almost been built into them, and one standing alone, are all the remains of it visible, the other columns are hid by the surrounding buildings. The new palace, though not finished, is rapidly progressing; the pillars and other ornamental parts about it are formed from the marble of the quarries of Paros, which the government have lately commenced re-working.

The traveller will find some little difficulty in tracing his way through the numerous narrow lanes and alleys which form the modern town, neither will the passing

Greek be either willing or able, from his understanding no other language but his own, to befriend him. Two solitary palm trees, the only ones now existing in the whole of the valley of Athens, will not form bad landmarks; one of them stands at the end of the long street opening into the Place des Voitures, and the other in the higher part of the town, above Casali's Royal Hotel; the name of his other hotel is la Reina Vittoria, the Spanish and proper way of writing the word. The higher classes, and some few of the principal tradesmen, speak Italian. The best shops are all kept by Germans, who are as obligingly civil as the Greeks are notoriously the contrary. Idleness and crime invariably go together, and the Greeks have arrived at a great proficiency in both; their principal amusement and occupation consists in playing cards, and other games of chance.

The beautiful women, for which this country was once so celebrated, are now no more, and exist only in the imaginations of romantic travellers and writers. With the exception of some of the young ladies about the court, it is a rare occurrence to see even a tolerably good-looking face throughout the whole of Athens. Let not the traveller, however, be disappointed; Grecian beauty still exists in Smyrna and along the coast of Asia Minor, in all its original loveliness and perfection.

From these countries Greece first brought the seeds of those arts and sciences which took root in a soil *then* so favourable to their development, and brought to light a nation of philosophers, poets, statesmen, and warriors, whose meteoric splendour is rendered yet more dazzling by the Cimmerian darkness which preceded its appearance, and closed around its fall.

Their civilization was too superficial to work out its own progressive increase; they neglected the opportunities of

extending it to the countries which their superiority in arts and arms had rendered subject to them; and retributive justice has thus far allowed Greece (the shattered monument of her own departed greatness) to become the footstool of Asiatic barbarians, whose physical force could only have rolled its destructive tide over southern Europe, while her energies were paralysed by the demoralising ignorance of the middle ages, and which has now at length receded, and will ultimately disappear before the reviving influence of her civil and religious liberty.

To visit Eleusis, Thebes, and the plains of Marathon, it requires four days; the two former have nothing but their sites to recommend them to notice.

The pass of Thermopylæ I should scarcely advise the traveller to attempt. In the spring of 1838, two separate parties started on this trip: the larger one consisting of fourteen persons, well armed, succeeded in accomplishing their journey in safety; the second, however, were not so fortunate, being plundered on the road by a large band of brigands, and severely beaten; one gentleman in particular was so ill used that he was confined to his bed for three weeks in consequence.

Marathon is distant from Athens about twenty English miles; the whole route lies over a wild and uncultivated district, broken into ravines and deep hollow gorges, or spreading out into irregular plains, wooded with Scotch fir and stone pine. The bridle-path in many places is extremely rugged, narrow, and precipitous. Pikermi, about half way, is celebrated for its great fossil formation, recently discovered by G. Finlay, Esq. It is situated in the bed of a deep stream, on the south-eastern slope of Mount Pentelicus, and beside the ancient road leading to Marathon.

The traveller enters the great plain of Marathon by a narrow pass between the sea and a precipitous cliff of the Argalike mountain, where it is supposed the Greek camp was placed.

This vast plain, the richest and most cultivated in Greece, extends in the form of a crescent between the mountains and the sea. The little village of Varna, where the traveller will have to take up his quarters for the night, is supposed to occupy the site of the ancient Marathon; and about the tumulus or barrow which overlooks the village are constantly found a number of arrows headed with flint and obsidian.

Mount Hymettus, celebrated for its honey, is also well worthy of a morning visit, commanding, as it does, a panoramic view of Athens and the country around, perhaps the finest in all Greece, with the single exception of that seen from the Acropolis at Corinth.

The traveller having thoroughly explored all the numerous objects of interest scattered about Athens and its environs, I shall now suppose him on board one of the French government steamers, which leave the Piræus every eight days for Syra, a small island in the Archipelago, the general rendezvous of the French and Austrian steamers, which branch off from here to the different ports in the Levant; the voyage takes about eleven hours, and is generally performed during the night. In the mean while I must transport the reader to Malta, the starting place for all travellers bound for Egypt or Syria, who have embarked from either Gibraltar or Marseilles.

MALTA.

The island of Malta, now forming a valuable portion of the British dominions, is situated in the channel, between Africa and Sicily, from which last place it is distant about sixty miles, and 200 from Calipia, the nearest point of the African continent *.

Its extreme length is about twenty miles, and its breadth twelve, with a circumference of nearly sixty miles. Its longest day is 14 hours 52½ minutes.

GEOLOGY.

Malta, Comino, and Gozo, are evidently only the remains of a large tract of land which extended towards the S.S.W., and which, owing in all probability to the solidity of the soil, have resisted the violence that caused the destruction of the country of which they originally made a part. In the whole circumference of the three islands, evident marks of corrosion may be perceived. The rocks at some distance from the coast are the mere remains of that part which has been destroyed. In fact, the shape of these islands, and a variety of phenomena, decidedly prove that there has been a great extent of land towards the S. and W., and that it must have been destroyed by some very violent convulsion, acting with peculiar force upon the island of Gozo.

* Malta was formerly placed by all geographers in Africa, until by a British act of parliament it was declared to be in Europe, as regards the service of our soldiery.

This geological catastrophe appears to have been caused by an immense body of water, which, being agitated by an earthquake, carried away the first land which it met with on its passage, by which means Gozo has been insulated from Comino and Malta. It also destroyed that part of the mountain which united the three islands together; and this inundation has stripped them of all vegetable earth, of which only some small patches remain in the clefts of the rocks, where it was sheltered from the fury of the waves. The island of Gozo was so situated as to protect Malta, and by that means the northern coast has not undergone such extensive changes as the southern *. Even since Malta was first inhabited, it has in some measure diminished in size. This seems proved by the marks of wheels, which may be traced close to the very brink of the precipitous cliffs which overhang the sea.

AGRICULTURE.

Though, properly speaking, this island is little better than a barren rock, it has become, by the perseverance and industry of its inhabitants, as far as the nature of the soil will admit of it, an exceedingly fertile and well cultivated district. The cultivated land in the whole island is estimated at 50,000 acres.

On many of the hills and rising grounds the fields are inclosed with stone walls, built up so as to form a succession of terraces, which prevent the heavy rains from washing away the soil, great quantities of which are annually imported from Sicily and mixed up with fragments of rock pounded into minute particles. Wheat is

* For a more enlarged account of the geology of Malta, see the 5th vol. of Martin's British Colonies.

sown every alternate year with barley and clover, about the month of November; the harvest commences in June, but the barley is cut about the month of May. After this crop the fields are sown with cotton, melons, cummin, sesam, and other seeds.

FRUIT, ETC.

Fruit and vegetables are very abundant: among the former may be enumerated, strawberries, figs, pomegranates, grapes, prickly pears, loquorts, apples, pears, peaches, nectarines, apricots, plums, cherries, melons and oranges; the latter fruit are justly prized for their excellent quality, by far the finest of the Mediterranean; the great quantities of them exported to England and other countries, shew the esteem in which they are held abroad.

BIRDS OF PASSAGE.

Woodcocks, snipes, and quails occasionally light upon the island on their way to other countries, and afford a few days' good shooting.

THE MARKETS

Are well supplied with poultry; and the harbour and surrounding sea yield abundance of fish, of which there are no less than a hundred and fifty different species. Oxen and sheep are imported from Barbary.

CLIMATE.

The climate, though nearly approaching that of the tropics, is generally considered as very healthy, and, excepting during the great heats, can hardly be surpassed by any other country. During the summer, rain is scarcely ever known to fall, and the great heats are tem-

pered by the north and north-westerly winds, which render the evenings and mornings delightfully pleasant. Occasionally sudden and partial gusts of intensely heated air are felt, which are blown from the coast of Africa; fortunately they seldom exceed half a minute in duration, for if longer continued, life would be extinguished, owing to the severity of the heat. It is probably a portion of the "simoom" of Africa. The south-east wind, or the sirocco, is most prevalent in September, but occurs occasionally throughout the year; the natives seldom complain of its bad effects on their constitutions, but more of the inconvenience it brings to workmen and mechanics. Any thing painted when this wind blows will never set well, glue loses much of its adhesive properties, and bright metals become tarnished from the dampness of the atmosphere.

The winters at Malta are mild and temperate, excepting during the prevalence of the north wind, when the cold is exceedingly penetrating. At this season of the year rain falls with tropical violence; occasionally hail, but snow never.

ROADS, ETC.

The roads are generally good, and extend to all parts of the island; and communications by water are also free, safe, and cheap, between the cities on each side of the harbour, while boats of a larger class ply regularly to Gozo and Sicily.

STEAMERS.

A Neapolitan Government steam-boat leaves Naples for Malta every three weeks, staying two days at Messina, six hours at Catania, and a day at Syracuse; just time enough to see the antiquities there, and to give the

sea-sick passengers a chance of an appetite for their dinner. It remains the same time at the above places on its return from Malta to Naples. The following were the charges for a passage last year (1839).

	£	s.	d.
From Malta to Syracuse	1	17	2
From Malta to Messina	3	7	4
From Malta to Naples	5	14	11

English steamers from Gibraltar arrive every other Thursday. The price of a passage, including provisions, is fifteen pounds. The voyage generally occupies about six days. Six hours after the arrival of this packet, another steamer starts for the Ionian isles. The charges by the French Government steamers the traveller will find in the table given at page 91.

TREES, SHRUBS, ETC.

Although great varieties of these are cultivated in gardens and other sheltered places, the only tree indigenous to the soil is the locust.

Among the shrubs that attain a gigantic size, are the aloe, the cactus indicus, and the geranium; hedges of the latter are very common in Gozo.

Besides the two principal cities on either side of the harbour, Malta contains three towns and twenty-two casals or villages. Its total population, independent of Gozo, is 120,000. Gozo contains 18,000 more, and 10,000 acres of cultivated land.

DISEASES.

The principal maladies are fevers and ophthalmia; the latter complaint is chiefly confined to the natives, probably occasioned by their habit of sleeping in the open air.

VALETTA.

Valetta, the capital of the island, is a handsome and well built town, conveniently situated upon a promontory of land anciently called Shoab-er-Ras,—the jutting out of the cape. Its appearance from the sea is highly picturesque, and bears a strong resemblance to Cadiz.

The first stone of this city was laid by the Grand Master La Valette, (from whom it takes its name,) on the 28th of March, 1566, and completed by his successor in 1571. The streets are regular and well paved, although many of them are very steep, with side walks cut into stairs, which Lord Byron complained of so much in his farewell to Malta. The houses seldom exceed three stories, and have one or more balconies jutting out several feet from the wall. The principal street is the Strada Reale, in which is situated the palace of the Governor, formerly that of the Grand Master of the Order. The fortifications which surround the town are very high; in many places they are formed from the native rock, a species of limestone: their whole circumference is two miles and a half. The harbour, unrivalled, perhaps, in the world, is the principal station of the English fleet.

N.B.—If the traveller purpose making any stay at Malta, he should get some friend to put his name down for the Garrison Library and the Club.

THE PALACE.

Besides a tolerable collection of pictures, and some handsome tapestry representing scenes in India and Africa, this building contains the armoury of the Order of St. John. These are kept in a large room that extends the whole length of the building.

The number of regular arms at present in this room is—

19,555 Muskets and bayonets.
1,000 Pistols.
30,000 Boarding-pikes.
90 Complete coats of armour for mounted knights.
450 Cuirasses, casques, and gauntlets for infantry.

The complete suits are placed upright on stands along the length of the room. A trial was made of the strength of one of these suits, and several musket balls were discharged against it at 60 yards distance. The only effect they produced was very slightly to indent it.

In one of the corners at the end of the room is a suit of black armour of the most gigantic dimensions—the helmet alone weighs thirty-seven pounds. Close by this is an open case containing many curious specimens of pistols, swords, daggers, &c., taken by the knights in their engagements with the Turks.

Before this case is a cannon made of tarred rope, bound round a thin lining of copper, and covered on the outside with a coat of plaster painted black. This curious specimen of ancient warfare was taken from the Turks during one of their attacks upon the city of Rhodes; its length is about five feet.

At the other end of the room is the armour of Alofio Wignacourt, one of the grand masters of the Order; it is inlaid very beautifully with gold.

The walls in several places are covered with ancient warlike implements, many of them deserving attention from their great antiquity.

ST. JOHN'S CHURCH

Is interesting from its being the place of sepulchre for the knights and squires of the Order. The pavement is exceedingly rich, being composed of jaspers, agates and

other precious marbles. The chapels of each language are still shewn; the other churches contain nothing remarkable.

THE AUBERGES OF THE KNIGHTS OF MALTA

Are now occupied as public offices, barracks, or private residences.

The monuments raised to the memory of Sir Ralph Abercromby, the Marquis of Hastings, Sir Alexander Ball, &c., may be seen on the fortifications; the traveller should likewise visit the Ospizio, and the House of Industry for poor children.

On the opposite side of the harbour are the celebrated lines of Collonera, the dock-yard, Fort St. Angelo, &c., and at the point which separates the great harbour from the quarantine harbour stands Fort St. Elmo, opposite to which is Point Dragut, where the famous Turkish admiral of the same name was killed during the siege of Malta in 1565. Higher up is Fort Manuel; close to it is the Lazarette, to which I shall devote a chapter by and by under the head of Quarantine.

MONEY.

The current coin in use are English half crowns, and Mexican dollars, passing for four shillings and four pence; all other money is at a premium.

CUSTOM HOUSE, ETC.

Passengers' baggage landing at Malta is never examined.

Dr. Sankey is an excellent Physician.

The principal banking house at Malta is that of Bell, Harris and Co., who are also the agents for Herries, Farquhar and Co.'s circular notes.

HOTELS.

By far the best hotel is the Clarence, next door to the post office in the Strada Reale. It has a good table d'hôte and warm and cold baths attached to the house: the other hotels are Viccary's, Morrell's, Micalleff's and two or three others, badly situated and very dirty.

CARRIAGES.

The only vehicle in general use in Malta is called a calesse, a kind of carriage with two wheels, drawn by one horse or mule. Some of these conveyances are intended for two persons, others carry four. The driver walks or runs at the side. The roads in the country, especially those leading to the principal villages, are in general sufficiently good for the run of these vehicles; but in the uninhabited part, they are so rugged that even travelling on horseback would be dangerous.

The hire of a saddle-horse for the day is about one dollar; the same price is generally paid for a calesse.

INTERIOR OF THE ISLAND.

I shall now suppose the traveller leaving Valetta by the Port des Bombes, and taking the principal road towards the old city. In about two miles he will reach a long succession of arches which form part of

THE AQUEDUCT,

Commenced in the year 1610, during the reign of Alofio Wignacourt. The spring by which it is chiefly supplied rises at a place called Diar Chandul, about two miles to the west of Città Vecchia. As far as Casal Attard the aqueduct is under ground; it afterwards rises and falls with the surface of the ground until it reaches the city. Its whole length is nine English miles.

About five miles from Valetta, a little to the right of the road, are the

GARDENS AND PALACE OF ST. ANTONIO.

These gardens are exceedingly interesting from the curious mixture of English and African trees and shrubs, which equally flourish here in the greatest luxuriance. Nothing can be more exquisite than the rose garden. When I visited it, the whole atmosphere was redolent with their delicious perfume. A little to the left of the rose garden is a grove of mandarin orange trees, the first that were introduced into Malta. Among the great variety of fruit trees that adorn these grounds, the most common is the loquort; the fruit is of a beautiful golden colour, and peculiarly acceptable in a warm country from its acidity. It was originally brought from China, but is now to be met with all through the island. It is propagated by seed, and requires no grafting. I was quite surprised to see our English walnut trees, natives of so cold a climate, growing by their side. The palace must once have been a charming residence; it is now deserted, stripped of its furniture and fast going to decay. It was built by the Grand Master De Paula, and used by his successors as a country seat.

CITTA VECCHIA.

Leaving St. Antonio and passing through Casal Attard, where there is a fine church, half an hour further will bring the traveller to the old capital, situated in one of the most elevated parts of the island, and nearly in its centre. Even so far back as the time of the Romans it appears to have been a place of some considerable importance. According to the authority of Cicero and Diodorus Siculus, it contained many stately buildings,

and was very rich in the style of its architecture. It was formerly called Melita*, the same name as the island.

The cathedral and the ancient Magisterial palace are the chief objects worthy of notice within the city. The view of the island from the terrace of the cathedral is exceedingly fine and extensive, as it takes in almost the whole country. In the suburbs may be seen

ST. PAUL'S CAVE,

Which is nothing more than an excavation under a church of the same name, in which, they say, St. Paul, St. Luke, and Trophimus resided three months. It was so hot and disagreeable that I was glad to quit it in three minutes.

THE CATACOMBS.

The catacombs of St. Paul are situated about five minutes' walk from the church of the same name. Descending by a staircase for about ten feet, the traveller reaches a kind of gallery, from which a number of passages branch off in all directions so as to form a complete labyrinth. The sides of these passages contain many tombs cut out of the solid rock, without any regular order, but still with some degree of taste. Some are single, others are arranged in two stories, while many, from their small proportions, must have been intended for infants. There are several halls among these galleries, the roofs of which are supported by rough fluted columns. On the floor of one of them are two circular blocks, about four feet in diameter, flat on the top, with a low edge

* Insulæ in alto Mari Pelagiæ hæ sunt, Melite insula, in qua civitas Melite, et Chersonesus, et Junonis templum, et Herculis templum."—PTOLEMY, lib. iv. cap. 3.

round them; immediately above the blocks are funnels or chimneys communicating with the exterior. Here the ancient Phœnicians offered up their burnt offerings and sacrifices to the element of fire, upon the occasion of every successive tenant of the tomb being deposited therein.

Many of the passages are now walled up in consequence of two or three fatal accidents having happened, and to prevent the possibility of their occuring again.

THE ANCIENT TOMBS OF BINGEMMA

Are about half an hour's walk to the west of Città Vecchia; they resemble in their construction the catacombs I have just described. Both of them bear a very strong resemblance to those of Alexandria, and evidently appear to have been formed by the same race of people.

BOSCHETTO

Is a large public garden situated in a delightful valley, about two miles to the south of Città Vecchia. The garden is watered by numerous canals supplied from the aqueduct. It contains a pretty little grotto with a fountain of beautifully clear and sparkling water inside of it. It is likewise ornamented with a few old trees, which, from their scarcity in other parts, add much to the beauty of the scene.

During the summer it is much frequented by pic-nic parties.

THE INQUISITOR'S PALACE

Is a little to the south of Boschetto. It is a large square looking building, by no means remarkable for its architecture, now the property of the British government.

TAL MAKLUBA.

The road to this place lies through Casal Luca, Micabba and Crendi, from which last place it is distant about ten minutes' walk, and from Valetta about seven miles. The name is given to an oval hollow in the earth which descends to the distance of 130 feet, at the bottom of which is a very pleasant garden, consisting of various kinds of fruit trees. The length of the aperture is 330 feet, and the width 200. The descent to the area below is by a narrow and very rugged staircase. The whole face of the land in this district bears evident signs that it has once undergone some violent convulsion. The natives have a tradition that this hollow was the site of an ancient town, the inhabitants of which, on account of their wickedness, were destroyed, like Sodom and Gomorrah, by fire from heaven, while the earth opened and swallowed up their town. The appearance of bitumen, which has occasionally been found here, rather favours the idea that it has been the scene of some volcanic catastrophe, which the name Makluba (overturned) seems still further to confirm.

GHAR HASSAN.

This cave is situated on the southern coast of the island, and is well worth visiting on account of its peculiar formation. The principal entrance is from a perpendicular rock, about two hundred feet above the level of the sea, the descent to which is rather dangerous. The interior is divided into several chambers, some of which extend a considerable distance into the rock.

ST. PAUL'S BAY.

According to a tradition of the natives, this is the place where the great Apostle of the Gentiles was shipwrecked,

while on his voyage from Syria to Rome. Near it is a small chapel built upon the supposed spot where the barbarians lighted a fire to warm the shipwrecked crew.

MELLICHA AND CALYPSO'S GROTTO.

About half an hour's ride from St. Paul's Bay will bring the traveller to the church of Mellicha, dedicated to the Virgin, to which the devout Maltese make occasional pilgrimages. In front of the church are rooms for pilgrims, which also occasionally serve for parties of pleasure, who often resort to this place; below the church is a small cave called the Grotto della Madonna, where may be still seen some headless statues, probably of a date anterior to Christianity; they were decapitated by the French during their short occupation of this island.

On the opposite side of the dale which lies between the church of Mellicha and a range of high rugged rocks, are several caves, some of which appear to have been inhabited; the floors of several of them are smoothed, with niches for lamps, and divisions in the larger excavations for chambers. A lachrymatory and lamp, both of red clay, apparently of Phœnician origin, have been found there; the former is in the possession of the priest of Mellicha, and the latter of Mr. G. Badger.

Half a mile to the west of this church is the supposed Grotto of Calypso. It is situated at the foot of a hill in which are several others, some of which are still occupied by the peasants of the neighbourhood.

About one hour's ride over a rather rough road brings you to

MARFA,

The termination of the island on the N.W. From this place, those who prefer a short sea-voyage can em-

bark for Gozo. At Marfa there is a country house belonging to the governors of the island.

In the channel between Malta and Gozo is the

ISLAND OF COMINO,

Which is about five miles in circumference, and is defended by a fort, built by the Grand Master Wignacourt; this, besides a house belonging to government, is the only building on the island.

CHRONOLOGICAL HISTORY OF THE ISLAND OF MALTA.

Malta and its dependencies consists of three islands: Malta itself, originally called Melita, from the goodness of its honey, or in honor of one of the daughters of Nereus and Doris; Gozo, anciently called Gamlos; and Comino, once known by the name of Ephæstia.

This little group of islands abound with interesting souvenirs, and is supposed to have comprehended the long sought Atlantis, and the Ogyia of Calypso. Saint Paul was shipwrecked here, and resided three months with Publius, the Roman governor, by whom he was hospitably treated, and who afterwards became a martyr to the Christian faith. Malta, according to Homer, was in the first instance peopled by the Phœnicians in 1519 B.C.; the Phœnicians took possession of it in 736 B.C.; they were expelled by the Greeks, who maintained it till 528 B.C.; when the Carthaginians conquered and held it till the commencement of the second Punic war, at which period it fell into the power of the Romans. The Vandals took possession of it A.D. 454; but were expelled ten years after by the Goths, from whom it was wrested by Belisarius. In 870, the Arabs took possession of it, and introduced the Arabic language, a dialect of which is still spoken by the natives. In 1120, the

Normans became masters of Malta. Afterwards it successively passed into the hands of the Germans, the French, and the Spaniards.

In 1530, the Emperor Charles the Fifth ceded it in full sovereignty to the Knights of St. John of Jerusalem, who had a few years previously been expelled from Rhodes, by the Sultan Solyman. It remained in possession of the knights till 1798, when it was taken by Napoleon on his way to Egypt; and finally in 1800 it fell into the power of Great Britain, and is now considered as a part of the British dominions.

GENERAL DESCRIPTION OF GOZO.

This island is situated five miles to the north-west of Malta; its circumference is about twenty-four miles, its length twelve, and its greatest width six and a half.

On the whole of the southern coast, and towards the west, the cliffs rise to the height of three hundred feet above the level of the sea; the remainder of the coast is low, though in some places very rugged, and contains several bays or inlets.

FACE OF THE COUNTRY.

The face of the country exhibits a greater variety of rural scenery than Malta, and is much more fertile. The surface of the island is studded with hills, which are in general covered to their very summit with neat terrace work, and occasionally lined at their base with a delightful row of trees.

SOIL.

The soil of the country is rich, and remarkably well cultivated; the wheat, barley, and cotton which it produces are of an excellent quality: of the former it yields

a sufficiency for its own consumption, and the two latter articles, (besides fruit and vegetables to Malta,) form its chief export.

The grapes of Gozo are reckoned of a superior kind, and apples grow very abundantly in the environs of Casal Nadur. The good pasturage for cattle which the island affords, renders it abundant in sheep and goats and other animals; the milk of the sheep is made into a kind of cream cheese, and forms an article of trade; the honey of this place is also held in much esteem for its richness. The principal part of the poultry of Malta is supplied from this island.

The mules and asses of Gozo are considered very superior to those of Malta.

The Arabic dialect spoken at Gozo is much purer than that of Malta. It is worth mentioning, however, that at Casal Gharbo a peculiar jargon is spoken, which is not understood by the inhabitants of any of the other villages; this language is called by them Braik.

RABBATTO.

This is the chief town of the island, and is remarkable only for its picturesque situation. Until within a few months ago, (1839,) there was a very tolerable inn here, kept by a man of the name of Griffiths, but about six months before my visit to this place, he destroyed himself by very deliberately cutting his throat. The inn, however, is still kept on by the sergeant of one of the regiments quartered there, and I must do him the justice to say, I found every thing clean and comfortable, and the charges moderate.

BAY OF MIGIARRO.

This bay affords anchorage only to small craft. It is

the principal harbour for the boats which ply between it and Malta. The landing-place is commanded by Fort Cambray. Its distance from Rabbatto is about three miles.

THE BAY OF SHLENDI

Is about three miles from Rabbatto, and affords an agreeable walk or ride for those who purpose staying more than three or four days upon the island. Some of the caves in the perpendicular cliffs which enclose the bay, are worth visiting.

BAY OF MARSA-EL-FORN.

Many of the principal inhabitants have small country-houses built on the shores of this bay; the road to it is excellent, and lies through a richly cultivated part of the country.

HAGRA TAL GIRNAL, OR GENERAL'S ROCK.

At the entrance of the small bay of Duejra, at the western extremity of the island, is an isolated rock, known by the above name, on which grows the famous Fungus Melitensis. This rock is about one hundred and fifty feet distant from the shore, and is reached by means of a box, with a pulley fixed on to each angle, and made to run on two stout cables, well secured on both sides. After the box is loosed from its position, one of the men in charge takes with him a rope, which he ties on to one end of the box, and entering into it, impels it on by laying hold of the ropes and jerking it forward until he reaches the rock. As soon as the traveller enters, the man on this side slackens his rope, and the box glides easily down the cables, till about half way, where they

bend *; the man on the opposite side then pulls it by main force, until sufficiently close to allow of landing without danger.

There is some little risk in this adventure, for not very long ago the cables gave way; fortunately, however, no one was in the box.

GROTTO OF CALYPSO.

According to Calemachus, her supposed residence was in a precipitous cavern, excavated out of a rock, overhanging the bay of Ramla.

TORRE TAL GIGANT (GIANT'S TOWER).

There can be but little doubt that this (like all the other Cyclopean buildings once so numerous in Greece, Italy, and Sicily) is of Phœnician origin, and was one of the temples in which the mysterious rites of fire worship were celebrated. It is a circular building, formed of large masses of unhewn stone, and covers an area of about twenty-five feet in diameter. In one of the chambers is a raised circular altar, with a rim round it, similar to those in the catacombs of Città Vecchia.

The vestiges of places for lamps, and the holes for the fastening of the doors, may be distinctly seen, as well as the loops to which the victims were attached by ropes when bound for the sacrifice. Like all other

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* The sensation experienced by the traveller in crossing this gulf, during the momentary pause of the machine, between its descent and subsequent ascent to the other side, will be perfectly familiar to those who have stood half way upon the Carrick-a-rede, near the Giant's Causeway, in Ireland.

> "Quodcunque aspicias, nihil est, nisi pontus et aër
> Nubibus hic tumidus, fluctibus ille minax."—OVID.

Cyclopean buildings, it has never possessed a roof, probably from some religious motive.

Close to the entrance of the smaller temple may be traced the figure of a serpent, roughly carved upon stone, under which symbol the Phœnicians, in common with many other Eastern nations, represented the sacred element of fire.

GENERAL REGULATIONS TO BE OBSERVED BY ALL PERSONS PERFORMING QUARANTINE IN THE LAZARETTO OF MALTA.

1. All passengers on landing are to give their names to the captain of the Lazaretto, which are to be entered in the registry of the office.

2. The captain of the Lazaretto will assign apartments for passengers, and each passenger will be provided with two chairs, a table, and a wooden bedstead, for which no charges are made; but any damage done by the passengers to the apartments or furniture is to be made good by them before pratique.

3. Passengers are not to be permitted to enter other apartments, nor can they be allowed to receive visitors except at the Palatorj of the Lazaretto, and that only during office hours; nor are they to trespass the limits assigned to them by the captain of the Lazaretto.

4. Passengers must pay a strict attention to all the instructions they may receive from the captain of the Lazaretto, and from the health guardians, and particularly in every point that regards their baggage, clothes, &c., being properly aired and handled every day during the period of their quarantine; and their quarantine will only commence to reckon from the day on which all

their baggage, clothes, &c., have been duly opened and handled.

5. All letters and parcels, or other effects brought by passengers, must be given up, in order that they may be fumigated or depurated, separately from them as the occasion may require.

6. All cases of sickness must be reported immediately to the captain of the Lazaretto, and all persons sick are to be visited immediately by the physician to the Lazaretto.

7. Passengers are to pay the government fee for the guardians employed to attend them for the number of days of their quarantine, at the following rates, viz.: at 1*s.* 3*d.* per day for the guardian who attends one passenger, and 2*s.* 6*d.* per day for each guardian who attends more than one passenger. They are to victual the guardian or guardians during their quarantine, or to pay to each guardian an allowance of 7*d.* per day in lieu thereof. It is clearly to be understood that the guardians are employed solely for quarantine purposes, and they are strictly prohibited from interfering in any other service whilst they attend passengers.

8. The office hours at the Lazaretto, are from 8 A.M. to 12, and from 2 P.M. to 5, daily; and all letters sent to the fumigating room before 9 A.M. daily, will be delivered in Valetta at 10; and those sent before 3, will be delivered in Valetta at 4 P.M., by the letter messenger, who is entitled to receive from the passengers a penny for each note, parcel, or letter, as a remuneration for his trouble, and for boat hire.

9. A daily report of all circumstances is to be made by the captain of the Lazaretto to the superintendent of quarantine and marine police.

(Signed) E. BONAVIO.
Superintendent of Quarantine and Marine Police.

The following is a copy of an official paper, and which, as it may serve to explain the government fee for guardians, in reg. 7, I have copied for the information of travellers.

"DEPARLEMENTO DI QUARANTINA E POLIZIO DI MARINA.

"Malta, 1839.

"The pay of the two health guardians attending the passengers landed in the Lazaretto from the French Government steamer Dante, St. Pochet, from Constantinople, for 19 days, from the 6th to the 24th instant, at 5*s*. per day, £4 15*s*.

"A. CASOLANI."

This sum being equally divided between the passengers, came to something less than one dollar each person.

N.B. A Trattoria has been established at the Lazaretto, for the convenience of passengers who wish to avail themselves of it, from whence they can be supplied with dinners, wines, &c., &c., in their own apartments.

Beds complete, (with muskitto * curtains,) and other articles of furniture, if required, can also be hired from a person appointed to provide them.

A note of charges for the Trattoria, and for the hire of furniture, will be furnished to the passengers on their applying for it.

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* An iron bedstead, with curtains, linen, washing-stand, &c., cost me 12*s*., that is, 8*d*. per day for 18 days. The hire of a sofa is 5*s*. for that time.

GIOACCHINO ERIGUEZ,

INNKEEPER AT LAZARETTO, MALTA.

Fixed prices for breakfast and dinner for one single person*.

Breakfast at 1*s.* 2*d.*
Tea or coffee, with milk (at pleasure).
2 Eggs.
Butter.
Bread.

Breakfast at 1*s.* 8*d.*
Tea or coffee, with milk (at pleasure).
1 Dish of sweet meat or fish.
2 Eggs.
Butter.
Bread.

Dinner at 3*s.*
Soup, fish, or boiled beef (at pleasure).
1 Entrée.
1 Roast.
1 Vegetable dish.
2 Kinds of fruit.
Bread.

Dinner at 4*s.* 4*d.*
Soup, fish, or boiled beef (at pleasure).
1 Entrée.
1 Roast.
1 Sweet dish.
2 Dishes of Vegetables.
2 Kinds of fruit.
Salad.
Bread.

Note.—Three of us, who messed together in quarantine, always found, that by ordering dinner for TWO, we had abundance.

N.B. Passengers will be supplied with all necessary table furniture, but they are to pay for any article missing, broken, or in any manner destroyed.

QUARANTINE.

The traveller, on his arrival at Malta from Beiroot, or

* Families having children, pay according to agreement.

Alexandria, by the English steamer, will be subject to a quarantine of fourteen days, which period may be considerably abridged by returning to England viâ Gibraltar, the six days of the voyage counting as part of the time; and supposing he has previously made the tour of Italy, and does not mind the idea of crossing the Bay of Biscay, I should strongly recommend his taking this route homewards, as it will give him an opportunity of seeing Gibraltar, Cadiz, and Lisbon, which are all well deserving of his notice. Should he, however, unfortunately have taken his passage on board one of the French government steamers, he will have to perform a quarantine of twenty days.

When the French steamer from Alexandria arrives at Syra, the passengers bound for Malta are transferred on board the packet from Constantinople, while the Alexandrian one, after performing about a four days' quarantine at Syra, goes on to Athens; thus the traveller has to perform not the quarantine from Alexandria, which at present is only fourteen days, but that from Constantinople, which is twenty days.

To make, however, the complete tour of the Levant, I should recommend the traveller to commence with Egypt and Syria; having thoroughly explored these interesting countries, to take the Austrian line of steamers (from Beiroot) to Smyrna and Constantinople, (without a quarantine;) returning from thence, to perform twelve days' quarantine at Syra, to put him in pratique with Greece. From Syra he can then take either the Austrian or French steamer to Athens, and after having made the tour of Greece, let him beat his way up to Patras, where he can either take the Austrian steam-boat for Corfu, and visit the Ionian Islands and return to England by way of

Trieste, (with a short quarantine,) or he may take the English steamer on its way to Malta, where he will have an eight days' quarantine to perform. Should he, however, when at Patras, purpose returning to England, viâ Gibraltar, without landing at Malta, he will be enabled to do so without performing any other quarantine than the one previously accomplished at Syra*.

One word more with regard to quarantines. Should you chance to be thinking of perpetrating a book, or of corresponding with your friends in England; or wish to write up your journal, which probably you may not have had an opportunity of previously doing; or of finishing some of the numerous sketches of the interesting scenes through which you have so lately passed; depend upon it there is no place equal to the Lazarette. By thus rationally employing yourself, instead of grumbling at a necessary confinement, each succeeding day will bring with it fresh pleasure, rendered still more acceptable from

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* I breakfasted with some friends in the court-yard of the Lazarette at Syra, keeping of course at a very respectable distance from them, and eating off a separate table; they gave me so favourable an account of it, that I intend to pass my next quarantine there, should I chance to find myself once more rambling about the Levant. Owing to the indulgence of Mr. Wilkinson, our English Consul, they obtained permission to keep a boat, so that they spent the greater part of their time on the water in a very agreeable manner, occasionally diversifying their amusements by shooting rabbits, which are very plentiful on some of the rocks and small uninhabited islands close adjoining.

Neither at Malta nor Trieste could we prevail on the authorities to grant us a boat to get a little fresh air, however much we required it, with the exception, at the former place, of allowing us to be rowed to the quarantine burial-ground,—not the most charming sight in the world for those incarcerated in the Lazarette.

the conviction that it has not been time entirely thrown away.

TABLE OF STEAM PACKETS

EMPLOYED BY THE FRENCH GOVERNMENT IN THE MEDITERRANEAN.

ORGANIZATION OF THE SERVICE.

'THE steam-packet service, established in the Mediterranean for the conveyance of letters and travellers between Marseilles and the ports of Italy and the Levant, is divided into three lines.

The first starts from Marseilles and terminates at Malta, touching at Leghorn, Civita Vecchia, and Naples.

The second starts from Malta for Constantinople, touching at Syra, Smyrna, and the Dardanelles.

The third starts from the Piræus (port of Athens) for Alexandria, touching at Syra.

Malta is the place of quarantine for passengers and provisions coming from the Levant, as well as for the purification of letters and cargoes*.

The point of intersection of the two lines, from Malta to Constantinople, and from Athens to Alexandria, is the

* Agency of the French steam-boats at Malta.—Passengers who have been deposited in the Lazarette of Malta by the Levant French government steamers, and who, at the expiration of their quarantine, are entitled to a passage to Italy or France, are informed that they cannot, without the risk of losing their places, be admitted on board without coming to the agency of the Strada Mezzodi, No. 16, to leave their passports, and have their bulletins renewed.

Seen and approved,

FABRIQUETTER, Agent of the service of French steamers.

The Consul of France, LASSAIGNE.

port of Syra, where the packets coming at the same time from Malta, Constantinople, Athens, and Alexandria meet, and where the exchange of letter-bags and the transference of travellers from one line to another is effected.

The days and hours of departure and arrival at each station are given in the following Tables.

Ten steam-packets of 160 horse power, commanded by officers of the navy, and with an equipment of 50 men each, are appointed to this service.

The following are the names of these packets:—The Dante, the Eurotas, the Leonidas, the Lycurgus, the Mentor, the Minos, the Ramases, the Scamander, the Sesostris, the Tancred.

Travellers find every accommodation on board that can be desired; commodious cabins, richly ornamented saloons, decorated with taste, and furnished with glasses and carpets, a select library and pianofortes. A private saloon for ladies.

The accommodations for passengers are of three classes. Those of the first class are in the stern of the vessel. Passengers may have cabins with two or four beds, according to their convenience.

The places of the second class are in the fore part of the vessel, and the berths are arranged round the common room.

Passengers of the third class remain on deck.

A restaurateur on board furnishes provisions. At the first table the expense of each day for one person is six francs, viz., two for breakfast and four for dinner; or passengers may have their repasts, as well as every kind of refreshments, served à la carte — at fixed prices. There is a maitre d'hotel, with servants for attendance on passengers, on board of every packet.

CONDITIONS FOR THE ADMISSION OF TRAVELLERS ON BOARD OF THE GOVERNMENT POST OFFICE PACKETS.

Places for passengers are secured at the offices of the agents (general) for packet boats at Marseilles, or with the post office agents of the French government, on the various Mediterranean stations.

The whole price of the place must be deposited when the passenger's name is registered.

Travellers can only be received on board after having complied with all the police and sanatory regulations of the port or place of embarkation.

Any traveller giving up the place he has taken, forfeits half of the whole price.

Any traveller who, having taken his place, is refused admittance on board on account of not having complied with all the police and sanatory regulations, forfeits one half of the price of the place he has taken. But he may declare his intention of embarking in the next packet, and in this case will receive a certificate of exchange.

If the traveller, to whom this privilege has been granted, is prevented from embarking in the packet whose departure immediately follows that of the packet for which he was originally registered, he loses the whole price of the place.

The luggage of passengers, if not claimed by the owners within two hours after the arrival of the packet, will be landed and committed to the custom house, at the expense and risk of the passengers.

PRICE OF PLACES.

Half price is paid for children under the age of ten. A family of from three to six persons may demand a reduction of one fifth of the fixed price.

For families of more than six persons a reduction of one quarter is made.

These reductions are allowed only to those passengers who occupy places of the first or second class, and who are passing the whole distance between two principal stations.

The price for the conveyance of carriages is fixed at 80 cents for every marine league for those with four wheels, and 50 cents for two-wheeled carriages.

For the transport of dogs the price is two francs for 100 marine leagues, and five francs beyond that distance.

Passengers have a certain quantity of luggage transported gratuitously, according to the following proportions:—

1st. From those stations situated between Marseilles and Malta.

1st Class, to the amount of 100 kilogrammes for each person.
2d Class 60
3d Class 30

2d. From one of the Levant stations to another, and between any stations of which the island of Malta is an intermediate point.

1st Class, to the amount of 200 kilogrammes for each person.
2d Class 60
3d Class 30

For all luggage, exceeding the above proportions, one centime per marine league for every ten kilogrammes.

TABLE

OF FRENCH MEDITERRANEAN STEAMERS.

FIRST LINE.

FROM MARSEILLES TO MALTA.

Steam Packet stations.	Days and hours (every month) of the departure and arrival of packets in each station.			Probable time of delay.
Marseilles.	Packet coming from Malta.	Arrives at Marseilles.	1, 11, and 21, at 6, P.M.	"
		Departs for Malta.	1, 11, and 21, at 5, P.M.	
Leghorn . . .	Packet coming from Marseilles.	Arrives at Leghorn.	3, 13, and 23, at 6, A.M.	6 hours.
		Departs for Malta.	3, 13, and 23, at noon.	
	Packet coming from Malta.	Arrives at Leghorn.	10, 20, and 30, at 8, A.M.	
		Departs for Marseilles.	10, 20, and 30, at 2, P.M.	
Civita-Vecchia.	Packet coming from Marseilles.	Arrives at Civita-Vecchia.	4, 14, and 24, at 6, A.M.	8 hours.
		Departs for Malta.	4, 14, and 24, at 2, P.M.	
	Packet coming from Malta.	Arrives at Civita-Vecchia.	9, 19, and 29, at 6, A.M.	
		Departs for Marseilles.	9, 19, and 29, at 2, P.M.	
Malta	Packet coming from Marseilles.	Arrives at Malta.	7, 17, and 27, at 8, A.M.	9 days, 2 hours.
		Departs for Marseilles.	6, 16, and 26, at 10, A.M.	

SECOND LINE.

FROM MALTA TO CONSTANTINOPLE.

Places of destination.	Days and hours of the departure and arrival of packets in each station.			Probable time of delay.
MALTA.....	Packet coming from Constantinople.	Arrives at Malta.	4, 14, and 24, at 3, P.M.	3 days, 15 hours.
		Departs for Constantinople.	8, 18, and 28, at 6, A.M.	
SYRA.....	Packet coming from Malta.	Arrives at Syra.	1, 11, and 21, at 8, A.M.	6 hours.
		Departs for Constantinople.	1, 11, and 21, at 2, P.M.	
	Packet coming from Constantinople.	Arrives at Syra.	1, 11, and 21, at 5, A.M.	8 hours.
		Departs for Malta.	1, 11, and 21, at 1, P.M.	
SMYRNA....	Packet coming from Malta.	Arrives at Smyrna.	2, 12, and 22, at 11, A.M.	6 hours.
		Departs for Constantinople.	2, 12, and 22, at 5, P.M.	
	Packet coming from Constantinople.	Arrives at Smyrna.	9, 19, and 29, at 8, A.M.	24 hours.
		Departs for Malta.	10, 20, and 30, at 8, A.M.	
THE DARDANELLES.	Packet coming from Malta.	Arrives at the Dardanelles.	3, 13, and 23, at 10, A.M.	2 hours.
		Departs for Constantinople.	3, 13, and 23, at noon.	
	Packet coming from Constantinople.	Arrives at the Dardanelles.	8, 18, and 28, at 7, A.M.	
		Departs for Malta.	8, 18, and 28, at 9, A.M.	
CONSTANTINOPLE.	Packet coming from Malta.	Arrives at Constantinople.	4, 14, and 24, at 9, A.M.	3 days, 7 hours.
		Departs for Malta.	7, 17, and 27, at 4, P.M.	

THIRD LINE.

FROM ATHENS TO ALEXANDRIA.

Places of destination.	Days and hours of the departure and arrival of packets in each station.			Probable time of delay.
The Piræus, (Port of Athens.)	Packet coming from Alexandria.	Arrives at the Piræus.	2, 12, and 22, at 6, A.M.	7 days, 11 hours.
		Departs for Alexandria.	9, 19, and 29, at 5, P.M.	
Syra.....	Packet coming from the Piræus.	Arrives at Syra.	10, 20, and 30, at 5, A.M.	1 day, 8 hours.
		Departs for Alexandria.	1, 11, and 21, at 1, P.M.	
Alexandria	Packet coming from Alexandria.	Arrives at Syra.	10, 20, and 30, at noon.	1 day, 6 hours.
		Departs for the Piræus.	1, 11, and 21, at 6, P.M.	
	Packet coming from the Piræus.	Arrives at Alexandria.	4, 14, and 24, at 5, A.M.	3 days, 4 hours.
		Departs for the Piræus.	7, 17, and 27, at 9, A.M.	

STATIONS.		Distances in marine leagues.	Postage of a single letter.	CHARGES.							
				Passengers.			Carriages.		For baggage beyond the allowed weight. Par 10 k.	For gold, 100 fr.	For silver, 100 fr.
Points of departure.	Places of destination.			First class.	Second class.	Third class.	With four wheels.	With two wheels.			
			s.	fr.	fr.	fr.	fr.	fr.	fr.c.	c.	fr.c.
Alexandria.	Civita-Vecchia	481	9	370	210	100	385	241	4 81	80	1 0
	Constantinople	283	8	200	130	60	226	142	2 83	50	0 60
	The Dardanelles	237	7	170	110	50	190	119	2 37	50	0 60
	Leghorn	519	10	390	230	120	415	260	5 19	80	1 0
	Malta	322	8	250	150	70	258	161	3 22	60	0 80
	Marseilles	598	10	440	260	140	478	299	5 98	80	1 0
	Naples	431	9	330	180	80	345	216	4 31	80	1 0
	The Piræus	173	7	115	85	40	138	87	1 73	30	0 40
	Smyrna	200	7	150	90	45	160	100	2 0	30	0 40
	Syra	150	7	100	70	30	120	75	1 50	25	0 30
Civita-Vecchia.	Alexandria	481	9	370	210	100	385	241	4 81	80	1 0
	Constantinople	474	8	360	200	90	379	237	4 74	80	1 0
	The Dardanelles	428	8	350	190	80	342	214	4 28	80	1 0
	Leghorn	38	4	25	15	10	15	19	0 38	15	0 20
	Malta	159	6	110	80	30	127	80	1 59	30	0 40
	Marseilles	117	5	100	70	30	94	59	1 17	25	0 30
	Naples	50	4	30	20	15	40	25	0 50	15	0 20
	The Piræus	354	8	280	175	60	283	177	3 54	60	0 80
	Smyrna	381	8	300	160	70	305	191	3 81	60	0 80
	Syra	331	8	260	140	60	266	166	3 31	60	0 80
Constantinople.	Alexandria	283	8	200	130	60	226	142	2 83	50	0 60
	Civita-Vecchia	474	8	360	200	90	379	237	4 74	80	1 0
	The Dardanelles	46	4	40	25	10	37	23	0 46	15	0 20
	Leghorn	512	8	390	230	120	410	256	5 12	80	1 0
	Malta	315	8	250	150	70	252	158	3 15	60	0 80
	Marseilles	591	9	430	250	130	473	296	5 91	80	1 0
	Naples	424	8	330	180	80	339	212	4 24	80	1 0
	The Piræus	156	5	110	75	35	125	78	1 56	30	0 40
	Smyrna	93	5	80	50	20	74	47	0 93	20	0 25
	Syra	133	5	95	65	25	106	67	1 33	25	0 30
The Dardanelles.	Alexandria	237	7	170	110	50	190	119	2 37	50	0 60
	Civita-Vecchia	428	8	350	190	80	342	214	4 28	80	1 0
	Constantinople	46	4	40	25	10	37	23	0 46	15	0 20
	Leghorn	466	8	360	200	90	373	233	4 66	80	1 0
	Malta	269	8	225	135	55	215	135	2 69	50	0 60
	Marseilles	545	9	400	230	120	436	272	5 45	80	1 0
	Naples	378	7	290	150	70	302	189	3 78	60	0 80
	The Piræus	110	5	100	70	30	88	55	1 10	25	0 30
	Smyrna	46	4	40	25	10	37	23	0 46	15	0 20
	Syra	87	5	70	40	20	70	44	0 87	20	0 25
Leghorn.	Alexandria	519	10	390	230	120	415	260	5 19	80	1 0
	Civita-Vecchia	38	4	25	15	10	15	19	0 38	15	0 20
	Constantinople	512	8	390	230	120	410	256	5 12	80	1 0
	The Dardanelles	466	8	360	200	90	373	233	4 66	80	1 0
	Malta	197	7	150	90	45	158	99	1 97	30	0 40
	Marseilles	79	5	70	45	20	63	40	0 79	20	0 25
	Naples	88	5	70	40	20	70	44	0 88	20	0 25
	The Piræus	392	8	300	170	70	314	196	3 92	60	0 80
	Smyrna	419	8	330	180	80	335	210	4 19	80	1 0
	Syra	369	8	290	150	70	295	185	3 69	60	0 90

STATIONS.		Distances in marine leagues.	Postage of a single letter.	CHARGES.								
				Passengers.			Carriages.		For baggage beyond the allowed weight. Par 10 k.		For gold, 100 fr.	For silver, 100 fr.
Points of departure.	Places of destination.			First class.	Second class.	Third class.	With four wheels.	With two wheels.				
			s.	fr.	fr.	fr.	fr.	fr.	fr.	c.	fr.	c.
Malta.	Alexandria.	322	8	250	150	70	258	161	3	22	60	0 80
	Civita-Vecchia.	139	6	110	80	30	127	80	1	59	30	0 40
	Constantinople.	315	8	250	150	70	252	158	3	15	60	0 80
	The Dardanelles.	269	8	225	135	55	215	135	2	69	50	0 60
	Leghorn.	197	7	150	90	45	158	99	1	97	30	0 40
	Marseilles.	276	7	230	140	60	221	138	2	76	50	0 60
	Naples.	109	5	80	60	20	87	55	1	9	25	0 30
	The Piræus.	195	7	150	90	40	156	98	1	95	30	0 40
	Smyrna.	222	8	170	100	50	178	111	2	22	50	0 60
	Syra.	172	7	115	85	35	138	86	1	72	30	0 40
Marseilles.	Alexandria.	596	10	440	260	140	478	299	5	98	80	1 0
	Civita-Vecchia.	117	5	100	70	30	94	59	1	17	25	0 30
	Constantinople.	591	9	430	250	130	473	296	5	91	80	1 0
	The Dardanelles.	545	9	400	230	120	436	272	5	45	80	1 0
	Leghorn.	79	5	70	45	20	63	40	0	79	20	0 25
	Malta.	276	7	230	140	60	221	138	2	76	50	0 60
	Naples.	167	6	120	90	40	134	84	1	67	30	0 40
	The Piræus.	471	8	360	200	90	377	236	4	71	80	1 0
	Smyrna.	498	9	380	220	110	398	249	4	98	80	1 0
	Syra.	448	9	340	180	80	358	224	4	48	80	1 0
The Piræus.	Alexandria.	173	7	115	85	40	138	87	1	73	30	0 40
	Civita-Vecchia.	354	8	280	175	60	283	177	3	54	60	0 80
	Constantinople.	156	5	110	75	35	125	78	1	56	30	0 40
	The Dardanelles.	110	5	100	70	30	88	55	1	10	25	0 30
	Leghorn.	392	8	300	170	70	314	196	3	92	60	0 80
	Malta.	195	7	150	90	40	156	98	1	95	30	0 40
	Marseilles.	471	8	360	200	90	377	236	4	71	80	1 0
	Naples.	304	7	245	145	55	243	152	3	4	60	0 80
	Smyrna.	73	5	60	30	20	58	37	0	73	20	0 25
	Syra.	23	4	15	10	5	18	12	0	23	15	0 20
Smyrna.	Alexandria.	200	7	150	90	45	160	100	2	0	30	0 40
	Civita-Vecchia.	381	8	300	160	70	305	191	3	81	60	0 80
	Constantinople.	93	5	80	50	20	74	47	0	93	20	0 25
	The Dardanelles.	46	4	40	25	10	37	23	0	46	15	0 20
	Leghorn.	419	8	330	180	80	335	210	4	19	80	1 0
	Malta.	222	8	170	100	50	178	111	2	22	50	0 60
	Marseilles.	498	9	390	220	110	398	249	4	98	80	1 0
	Naples.	331	8	260	140	60	265	166	3	31	60	0 80
	The Piræus.	73	5	50	30	20	58	37	0	73	20	0 25
	Syra.	50	4	40	25	10	40	25	0	50	15	0 20
Syra.	Alexandria.	150	7	100	70	30	120	75	1	50	25	0 30
	Civita-Vecchia.	331	8	260	140	60	266	166	3	31	60	0 80
	Constantinople.	133	5	95	65	25	106	67	1	33	25	0 30
	The Dardanelles.	87	5	70	40	20	70	44	0	87	20	0 25
	Leghorn.	369	8	290	150	70	295	185	3	69	60	0 80
	Malta.	172	7	115	85	35	138	86	1	72	30	0 40
	Marseilles.	448	9	340	180	80	358	224	4	48	80	1 0
	Naples.	281	7	200	130	50	225	141	2	81	50	0 60
	The Piræus.	23	4	15	10	5	18	12	0	23	15	0 20
	Smyrna.	50	4	40	25	10	40	25	0	50	15	0 20

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S VESSELS.

The Oriental	1500 tons,	450 horse power.
The (Great) Liverpool .	1400 . .	464 ditto.
The Tagus	900 . .	302 ditto.
The Braganza . . .	750 . .	260 ditto.
The Royal Tar . . .	760 . .	260 ditto.
The Montrose . . .	660 . .	240 ditto.
The Iberia	600 . .	180 ditto.
The Liverpool . . .	500 . .	160 ditto.

Also a river steamer of 40 horse power for the conveyance of passengers on the river Nile.

This company is employed by the British government under contract, for the conveyance of the mails and public despatches as follows:—

Monthly: between England, Gibraltar, Malta, and Alexandria, (East India mails.)

Twice a month: between Malta and the Ionian Islands.

Weekly: between England and Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.

They are bound, under heavy penalties to government, to perform the distance between port and port, under ordinary circumstances, within a stipulated number of hours. The following tables shew the days of departure and arrival, distances, and rates of fare on the respective routes. The rates of fare by this company's vessels include provisions, wines, and every necessary that can be required on board. Female attendants for ladies are on board all of them. The India mail steamers between England and Alexandria carry surgeons appointed or approved by government, and the time occupied in the passage home being allowed in the quarantine, the vessels

under ordinary circumstances obtain pratique or free intercourse the day following that of their arrival, and as every vessel proceeds direct home from Alexandria to England, touching only at Malta and Gibraltar, without performing any quarantine, the annoyances and privations hitherto experienced by passengers having to perform quarantine in a Lazaretto at Marseilles or Malta, are avoided by making the passage home in these vessels. Passengers proceeding from England to India, Egypt, or Malta, on taking their passage for the place to which they intend ultimately to proceed, will, by having their ticket endorsed, be entitled to the privilege of embarking in any of the company's vessels, and of stopping at any of the intermediate places, without incurring any additional expense for fare. Thus, a passenger for Alexandria may, if he choose, proceed in one of the company's steamers to Vigo, where he may land and stop till the next vessel arrives (the following week); proceed by her to Oporto or Lisbon, stop again there, and so on for the whole route to Gibraltar, where he may join the Alexandria steamer, and proceed to Malta, Egypt, &c. By this arrangement persons having leisure and inclination may make a very agreeable and interesting excursion, visiting some of the most remarkable places of Spain and Portugal, such as Vigo, Oporto, Lisbon, Cintra, Cadiz, Seville, Xeres, Gibraltar, Algesiras, &c., and at a considerably less expense than if they were to pay the intermediate fares from one port to another. The same arrangement applies to passengers proceeding to the Peninsula only.

Although the government had not, at the time of this going to press, officially declared the port of the English Channel at which the mails will in future be embarked,

it was generally understood that Southampton was the one fixed upon. The departures from and arrivals in England are therefore calculated for that port.

ALEXANDRIA STATION.

Outward route.	*Day of Month.*
Starts from Southampton	1st
Arrives at Gibraltar	6th
Arrives at Malta	10th
(Stops at Malta 24 hours.)	
Arrives at Alexandria	15th
Homeward route.	
Starts from Alexandria	20th to 25th
Arrives at Malta	24th „ 29th
(Stops at Malta 24 hours.)	
Arrrives at Gibraltar	28th „ 2nd or 3d
Arrives at Southampton	3d „ 8th

Fares to and from Southampton and Alexandria:—

First cabin	£45
Second cabin	30

Southampton and Malta:—

First cabin	33
Second cabin	21 10*s*.

MALTA AND CORFU STATION.

A steamer will run twice a month between Malta and Corfu, calling at Zante, Cephalonia, &c.

PENINSULAR LINE.

Vessels to start from Southampton for Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, once a week; day not yet fixed, but supposed to be Saturday.

FARES.

To Vigo, Oporto, and Lisbon £17
Cadiz and Gibraltar 20

The above announcement contains all the particulars of a most important change in the system of Oriental steam communications; and I have therefore thought proper to insert it without comment, as it has only been communicated to me by the officers of the company since the first sheets of this work have been in the press.

(September, 1840.)

DEPARTURE FROM MALTA FOR SYRA AND ALEXANDRIA.

The French Government steam-boats leave the quarantine harbour at Valetta every ten days for Syra, Alexandria, and the other ports in the Levant; the passage to the former island is generally accomplished, in fine weather, in seventy-two hours, and from ninety to a hundred if the wind and weather should prove unfavourable. At Syra, the traveller will have to shift his baggage on board another steamer, the one he has arrived in, generally proceeding either to the Piræus or to Constantinople. As the vessels from each station wait here twenty-four hours for the mails, the traveller will have plenty of time to land and recruit himself after his sufferings, and to see every thing worthy of notice in Syra, which is little better than a barren rock without a tree or road upon it. Notwithstanding these disadvantages, it is gradually rising into importance. All the European powers have their resident consuls, and its bazaars are well furnished with a great variety of foreign manufactures, while its harbour is generally filled with vessels of all nations.

There are two towns upon the island; the upper one, which forms at its summit a perfect cone, is by far the most ancient.

The houses rise above one another in a succession of natural terraces, and it is a work of time, and attended with no slight labour, to scramble up the precipitous lanes and closes to the Greek convent which crowns its summit; the view from it is bold and extensive, and commands a fine prospect of the neighbouring islands.

The lower town, where all the wealth and trade are concentrated, has not been built much more than five and thirty years; it extends along the whole line of harbour, terminating with the quarantine ground, and gradually rising with the rock towards the centre.

The inn at Syra is of an indifferent description, though better than could have been anticipated, considering the few travellers who visit it.

The mails being made up, and the party on board being most probably increased by the arrival of some fresh passengers from the Piræus, the steamer once more starts on her voyage to Alexandria. The course for the two first days is chiefly through a narrow channel formed by a cluster of islands, among the most remarkable of which are Paros, celebrated for its marble quarries, and Anti Paros, for its superb stalactitic cavern—inferior only to Adelsburg. Travellers wishing to visit the latter island should make the excursion from Syra, where a small vessel may be hired at a trifling expense.

After passing the large island of Candia, which appears at a considerable distance to the right, the traveller does not see land until he reaches the African coast and finds himself entering the harbour of Alexandria.

ALEXANDRIA.

The modern town of Alexandria is surrounded with high stone walls strengthened by a deep fosse, and entered by four gates. It stands outside the Delta, on the very verge of the great Libyan Desert.

Its appearance from the harbour is decidedly European, but this vanishes the moment the traveller passes its gates. On the arrival of the steamer in the port of Alexandria, the proprietors of the different hotels generally come on board to solicit the patronage of passengers, and to assist them in their necessary arrangements. As soon as the traveller has made his selection of an hotel, the landlord of it takes all the trouble of landing and clearing his luggage off his hands.

HOTELS.

The Hotel d'Orient, and the Hotel d'Europe are in the Great Square; the former is the best in Alexandria. Hill's English Hotel stands just outside the modern town, almost hid from sight by a grove of date trees; it is about five minutes' walk from the square. The charges for board and lodging, without extras, at any of these hotels, are ten francs, or two dollars, per day.

The interior of the town, with the exception of the Frank Quarter, is little better than a succession of narrow, dirty, unpaved lanes and closes, constantly blocked up with immense numbers of camels, asses, water-carriers, beggars, and droves of wild ferocious dogs, which render the transit through the streets any thing but agreeable. The Alexandrians are, however, particularly civil and obliging to strangers; neither is the Frank costume looked upon with the same feelings of contempt and hatred

as in other places in the Levant. Black hats are quite as common in the streets as the turban or Tunis red cap, nor is there the least occasion to adopt the dress of the country to avoid attracting notice, as at Cairo.

EUROPEAN LETTER POST.

The couriers leave Alexandria for Cairo every Monday, Wednesday, Friday, and Saturday, at seven o'clock in the evening, and return from Cairo on the same days and hours.

ARAB POST.

The courier leaves Alexandria every other day for Cairo, and vice versâ.

RUINS OF ANCIENT ALEXANDRIA.—ANTIQUITIES, ETC.

A little to the south of the modern town are the immense fields of ruins, where formerly stood the ancient city of Alexandria, which yielded only to Imperial Rome in wealth and magnificence. It was founded by Alexander the Great to secure his conquests in the East, being the only safe harbour along the coast of Syria or Egypt. Its circumference at that time was fifteen miles, with a population of 300,000 citizens, and as many slaves. A magnificent street, 2,000 feet in length, ran the whole length of the city, from the Sea Gate to the Canopic Gate, commanding a view, at each end, of the shipping either in the Mediterranean, or on the Mareotic lake, and another of equal length intersecting it at right angles. When it fell into the hands of the Saracens, it was, in the words of Kalif Omar, the leader of their armies, impossible to enumerate the variety of its riches and beauty; at that time it is said to have contained 4,000 palaces, 4,000 baths, 400 theatres, or public edifices, 12,000 shops, and 40,000 tributary Jews.

Whichever way the eye turns, nothing but vast mounds of sand and rubbish, concealing the remains of ancient edifices, are to be seen. Were the whole of these heaps to be cleared away, public and private buildings, nearly as entire as those of Pompeii, might be discovered. When I was last at Alexandria, the ruins of a Christian church had been partly excavated; many of the columns of beautifully polished granite, as well as the pavement, were quite perfect.

The Pacha is doing all in his power, by increasing the commercial importance of the modern city, to restore to it the internal wealth and magnificence of that which has passed away—and this even at the expense of every other port and city in his dominions; the trade of Damietta and Rosetta have been transferred here, as well as the fleet, arsenal, and army, and the seat of government, which has for many centuries been at Cairo. Unfortunately the Moslem does not appreciate the merits of classical, or even substantial and regular architecture, but whenever the Pacha finds time and inclination, which the influence of the European residents will ultimately produce, he is not likely to be delayed by want of materials. They are buried in inexhaustible variety beneath his feet, and as he is fond of producing effects with startling rapidity, he cannot have a better opportunity. But alas! there exists one great obstacle to this, in common with his other plans of aggrandizement—where are the hands to build? Even *they* might be found. But where are the native wealth and freedom, the blood and sinews of a great metropolis? Mehemet Ali is sole occupier, and why should he build *himself* a city, who prefers to live in a tent?

CLEOPATRA'S NEEDLE.

About ten minutes' ride from the Frank Quarter are two

beautiful obelisks formed out of a solid piece of red granite; they are covered with hieroglyphics on every side. They are about sixty-four feet high and eight feet square at the base, and were brought from Memphis to adorn the palace of the Ptolemies. One of them lies prostrate, the other still stands erect, and is vulgarly called Cleopatra's Needle.

POMPEY'S PILLAR

Is the name commonly given to the magnificent column erected by Pomponius, governor of Lower Egypt, in honour of the Emperor Diocletian. Including the pedestal and the clumsy Corinthian capital that crowns its summit, evidently of more modern date, it stands about a hundred feet in height. The shaft itself is of red granite, remarkably well cut, but without hieroglyphics, and was brought from Upper Egypt by Alexander the Great, when he made Alexandria the capital of his dominions. From its base there is an extensive view over the fields of ruins, extending from the shores of the Mediterranean to the lake Mareotis, the ancient boundary of the city.

THE CATACOMBS

Have been overrated, and are decidedly very inferior to many similar excavations in Upper Egypt. The original entrance to them is still unknown, the present one is secured by a large thick door; an old Arab keeps the key, and for a small sum furnishes lights, and acts as a guide. Passing through the door, the traveller enters a broad vaulted passage, terminating at a circular chamber with tombs excavated in the rocks all round the sides. This leads into an endless labyrinth of other chambers, all excavated out of the solid rocks; the greater part of them are so blocked up with sand and rubbish as to

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render it exceedingly difficult, if not impossible, to explore them.

CLEOPATRA'S BATHS.

Two minutes' walk from the catacombs, and close to the sea-shore, are some holes in the rocks where, tradition says, the queen of beauty used to bathe every day.

Among other places that will be interesting to the English traveller is the spot where General Abercrombie fell. It is about two miles distant, outside the Rosetta Gate. Further on towards the sea is a square inclosure said to be the ruins of the palace of Cleopatra. This was the French position, and around it the battle was fought.

AMUSEMENTS, ETC.

There is a very good reading room, to which a library is attached, nearly at the corner of the Great Square.

During the Carnival there are plenty of private as well as casino balls. An amateur theatre is likewise open, and generally well attended; the performances consist principally of French vaudevilles.

PROTESTANT CHAPEL.

The Protestant chapel is situated in one of the small lanes in the corner of the square.

MR. HARRIS'S MUSEUM.

The traveller should also make a point of visiting Mr. Harris's superb collection of Egyptian antiquities.

SERVANTS.

Excellent servants, who speak Arabic and various European languages, may be hired at Alexandria. Those recommended by Messrs. Waghorn are most to be de-

pended upon, but at the Hotel d'Orient they have always one or more who have been in the habit of travelling with Europeans*. I should say that Italians or Maltese are better in one respect than the Arabs, as exercising more control over the fellahs or lower class of natives, though of course their power is not equal to that of the regular Turkish dragomans; but no one thinks of encumbering himself with one of these high officials and all their attendant expenses, unless he travels as a great man, and is about to pay many visits of ceremony; in this latter case they become essential. The others generally demand about 14 dollars per month, besides their keep, and on these terms undertake to cook, wash linen, and in short do every thing that can reasonably be required of them.

Although I had no occasion to avail myself of Messrs. Waghorn's agency, during my stay in Egypt, yet knowing the extent of their arrangements for the convenience of travellers, and having heard others speak highly of them, I think it right, in justice both to Messrs. Waghorn and the public, that a work of this nature should contain a statement of their system, which they have published in the following terms.

"TO PASSENGERS AND TRAVELLERS, LANDING AT ALEXANDRIA.

"Mr. Waghorn having established an Agency House in Egypt, under the firm of Waghorn and Co., a prominent branch of which is, to assist passengers and travellers, from the moment they arrive at Alexandria, till they leave this country *en route* to India, or elsewhere; they are hereby informed, that, on landing at Alexandria, they

* I can personally recommend Giuseppe, whom I met with here, as a very clever and honest servant.

should apply at Waghorn and Co.'s India Agency Office and Depôt, situated in the Great Square of Alexandria.

"On there making known their desire to avail of Waghorn and Co.'s medium, in passing through or out of Egypt, they will receive all the information, advice, and co-operation, requisite for their purpose, and best adapted to insure them a short stay in the country, as well as economical arrangements.

"Waghorn and Co.'s Establishments, at Alexandria, Atfé, Boulac, Cairo, Suez, and hereafter, at every point of ingress and egress throughout Egypt, will be at their disposal, and present them the means of cheap, commodious, and expeditious transit, as well as of meeting every want, however trifling, at the cost of the country.

"As a title to the proffered advantages, a fee of ten dollars is to be paid, on registering at the office at Alexandria; whereupon the following accommodations will be accessible to them.

"*At Alexandria.*—They will receive the best information, relative to the hotels, &c.: they will have free and gratuitous access to the casino and reading rooms, at Waghorn and Co.'s expense: they will be furnished with boats, servants, and all other requisites, to enable them to proceed to Cairo with comfort and economy.

"*At Atfé.*—Waghorn and Co.'s factors will receive with every proper attention persons duly accredited by them; and their luggage, when not unusually cumbersome, will here be carefully transported to the Nile, gratis; they will also provide them with one or more boats, and in the most expeditious manner, aid them with every other requisite assistance.

"*At Boulac.*—On arrival at Boulac, the port of Cairo, Waghorn and Co.'s intendant will be in readiness to see their luggage promptly and carefully forwarded to Cairo.

"*At Cairo.*—They are requested to proceed at once to Waghorn and Co.'s office, as they will there meet with cheerful and efficient attention to all their wishes, and receive every information and assistance they can desire; or which may be best calculated to meet their intention, as to a short or lengthened stay, and that upon the most convenient and economical footing. The means of conveyance to Suez are there always at hand. Guides to the different places and objects of antiquity or curiosity, will be placed at their disposal; and precautions will be taken, to prevent their being defrauded, or suffering extortion, for want of proper information and support. A reading room, with the latest papers, and periodicals of Europe, India, and elsewhere, is attached to that establishment.

"*At Suez.*—The travellers who go through Waghorn and Co.'s Agency are entitled to apartments at this place, gratis; and there are many other facilities, which will be at their command along this point of the Desert.

"Mr. Waghorn confidently assures all parties, that the course herein suggested, is the best adapted for the traveller's convenience and interest; and he begs them not to be deluded by any thing they may have heard, or read, previously to their arrival in Egypt.

"Such are the arrangements at present; and these will be continued, till, after a few months, it may be hoped, a better system can be devised, and enable Waghorn and Co. to offer improved facilities of transport, by the Canal of Mahmudie, the Nile, and the Desert; as well as various other arrangements, calculated alike for dispatch, comfort, and economy. And Mr. Waghorn feels, he need only appeal to the proofs he has already afforded, of untired devotion to the cause of India Steam-communication, to insure to his undertakings the support of every

public-spirited traveller, passing along the line thus gradually organising; and which, but for his exertions, perhaps, might not, to the present day, have been called into existence.

" Cairo, 1st January, 1839."

DEPARTURE FROM ALEXANDRIA FOR GRAND CAIRO.

CHOICE OF ROUTES.

Three routes present themselves; one viâ the Delta and Rosetta, on asses; another by the Desert on camels; and the third (by far the most frequented) by the Canal of Mahmudie and the Nile; of this, therefore, I shall speak first.

THE CANAL OF MAHMUDIE

Is sixty miles in length, ninety feet in breadth, and eighteen feet in depth, through a perfectly level country, not requiring a single lock the whole way. It is stated that no less than a hundred and fifty thousand men were employed at once in excavating it, and that it was finished in the short space of one year.

The voyage from Alexandria to Atfé, where the canal joins the Nile, is generally accomplished in twelve hours. The boats start in the evening and reach Atfé early in the morning of the succeeding day.

One of the first class boats, with two cabins, capable of containing six or seven persons, may be hired for about ten dollars, or something less.

The Insurance Company's are considered the best, but even these are so infested with vermin of every description that the traveller is not very likely to enjoy a comfortable night's repose unless he is provided with mosquito net, &c. There is also a track-boat which conveys passengers to Atfé for two dollars a head.

ARRIVAL AT ATFÉ AND VOYAGE TO CAIRO.

On the traveller's arrival at Atfé, where the canal joins the Nile, he will have to make a fresh bargain for another boat to take him to Cairo. This he will find more commodious and better fitted up than the one he has just quitted. A boat sufficiently large to contain from six to eight persons, may be hired at from twelve to twenty dollars*.

The traveller having transferred his baggage (which I should recommend him to look very sharp after) from the canal to the Nile boat, his next care will be to send his dragoman, or servant, on shore to purchase a supply of fresh eggs, milk, butter, oranges and vegetables.

The bread upon this part of the Nile being of very indifferent quality, the traveller should take care to provide himself at Alexandria with a sufficient stock to last him till he reaches Cairo†, as well as plenty of cold roasted chickens and turkeys, ham, tea, coffee, sugar, wine, brandy, and potatoes. If he purposes to make the voyage to Upper Egypt, he should lay in his supply accordingly, remembering that all European articles of consumption are to be purchased much cheaper at Alexandria than Cairo. But as I shall have to devote a chapter to this before long, I shall drop the subject for the present, as my travellers—for I trust no one has been rash enough to make the voyage solus—are no doubt anxious to commence their breakfast.

While the vessel with inflated sails smoothly glides along against the current of the river, the traveller will reflect with the most pleasurable feelings that he is now

* In ascending the Nile I paid twenty, on returning twelve dollars; 20 piastres make a dollar; 21 a pillar dollar.

† The voyage generally occupies about four days.

upon the Nile, "the eternal river, the river of Egypt, recalling the days of Pharaoh and Moses—from the earliest periods of recorded time, watering and fertilizing a narrow strip of land in the middle of a sandy desert, rolling its solitary way more than a thousand miles without receiving a single tributary stream; the river which the Egyptians worshipped and the Arabs loved, and which, as the Mussulman says,—if Mahomed had tasted, he would have prayed for terrestrial immortality, that he might continue to enjoy it for ever." * . . . . . Books and maps are now spread upon the deck—past toils and perils are recounted, and future plans are proposed and accepted with a degree of confidence and pleasure which none but an Oriental traveller can fully enter into. . . . . The wind gradually slackens, and the Arabs, where the banks will permit, twist the huge rope around them, wade to shore, and commence pulling the vessel against the stream. The travellers also avail themselves of this opportunity, and landing with their guns, amuse themselves with firing at the numerous flights of pigeons they find in the fields, or at the flocks of wild fowl that lie sheltered amidst the long grass and rushes that grow to an enormous height by the sides of the stream. Five or six fall at a shot, and these form part of the next day's provisions. At other times they visit the Arab towns and villages, and wonder at the abject state to which so many of their fellow-creatures are reduced, living upon a soil in which almost every fruit and grain the known world produces grow spontaneously. Among other objects of interest are the storehouses and depôts of the Pacha on the left bank of the river. . . . . Cold fowls and hot potatoes, a salad collected from some

* Stevens's Tour.

neighbouring villages, a glass or two of wine, pipes and coffee, finish the evening.

I have already mentioned the probability of the voyager being condemned to considerable annoyance from certain previous tenants of these boats, in the form of rats, mice, beetles, cockroaches, &c. If there be time to get the boat sunk under water for a day and regularly washed out afterwards, it will insure "a clear stage" from all the above named depredators; but this cannot always be done, and in any case, a numerous horde of winged insects will surround the tired neophyte, and effectually disturb his repose, unless he has provided himself with proper means of defence in the way of a standing iron bedstead, gauze net, &c.

For officers of our navy, and those who have been accustomed to the use of it, a hammock is perhaps the most convenient description of sleeping place, and it is easily slung, by the simple contrivance of passing the main rope through the side windows, which are always opposite to each other, and joining the ends above the roof of the cabin; three or four hammocks may be slung in this manner athwart one cabin, forming a convenient and airy system of stowage for a party of travellers, with the advantage of occupying little space during the day. In the winter months, however, the Lower Nile is quite cold and foggy enough, between sunset and sunrise, to make the voyager wish for an extra blanket, and careful of exposing himself to a thorough draft. To those who are about to pass eight or ten weeks on this river, these and some other matters, such as the possession of a table, reading lamp, &c., which, at first sight, might appear superfluous, become serious considerations, and for want of the two latter especially, our party were often compelled to retire to bed—though, alas! not to rest—still

less to sleep,—soon after the light of our wretched candles had succeeded to that of a tropical sun.

BOULAC.

As soon as the vessel reaches Boulac, the port of Cairo, the termination of the voyage, I should recommend the travellers to proceed at once to Cairo on asses, (the distance is about two miles,) and leave their heavy luggage under the charge of their dragoman, to follow on camels, as soon as it has passed the custom house. Though the examination is only a matter of form, the baggage of all travellers being exempt from duty, yet a good deal of time is occasionally lost in waiting for it, which the traveller may more agreeably employ elsewhere.

Boulac is a large and populous faubourg, increasing every year in wealth and importance. Many of the merchants have their country houses here, to which they retire for change of air from Cairo, but the increasing number of manufactories, with their inseparable accompaniments of noise, smoke, and dirty artisans, will soon render it as little desirable for a country residence as Blackwall or Limehouse.

SECOND ROUTE FROM ALEXANDRIA TO CAIRO.

(By Rosetta and the Delta, on asses.)

To the Caravanserai near Lake Edko, the 1st day's journey.

Rosetta	2nd ditto.
Fouah	3rd ditto.
El Kodabé	4th ditto.
Tookh el Nassera	5th ditto.
Bershaum	6th ditto.
Cairo	7th ditto.

DESCRIPTION OF THE ROUTE.

Leaving Alexandria by the Rosetta or Canopic gate, the road at first lies between high mounds of sand and rubbish, after which the traveller enters the Desert, and for a time loses sight of every trace of vegetation. In about five hours after starting, the site of the ancient Canopus is reached. The traveller next passes the village of Aboukir, where, in 1798, was fought the famous battle of the Nile. By cutting through the embankment, the English admitted the sea into the Lake Mareotis, where, it is said, forty-four villages, with their fields and gardens, were overwhelmed by the flood and utterly destroyed. The water is at present excluded by a strong stone embankment, which the Pacha has lately thoroughly repaired. For several miles the road continues to the southern extremity of Aboukir Bay, where the traveller reaches one of the smaller branches of the Nile. Crossing this by a ferry boat, in a few minutes he reaches the Caravanserai, where he must pass the first night. Bad as the ventas are in Spain, in point of accommodation, they are perfect paradises compared to this wretched place. But those who travel must put up with every thing, and moreover laugh at it, or they are not worthy of the title of Eastern travellers.

Leaving the Caravanserai by break of day, the party pursues a track lying close to the sea-shore, where alone the sand of the Desert is sufficiently hard to support the weight of the donkeys. After travelling for some miles along the sea-shore, the traveller falls in with a series of black pillars, which have been set up as landmarks in the Desert, to point out the route to the city of Rosetta.

ROSETTA.

The Arabic name, Al Raschid, reminds us that this city gave a name to the Caliph Haroun, the hero of those enchanting tales which have fed the spirit of adventure, and occupied so prominent a place in the day dreams of our youth, and the vague recollection of which, as retained by us in after years, is yet sufficient to identify many trifling incidents and peculiarities in the manners and customs of the natives of this country, as not altogether unfamiliar to us. The origin of this town is uncertain, but according to the Arabian geographer Edrissi, who wrote in the twelfth century, it was situated at the mouth of the river. It is now more than ten miles distant, and very difficult to approach by water.

The first appearance of this city, as seen from the Desert, is singularly beautiful; it is surrounded by low walls, and the houses are built of brick, with saracenic lattice windows,—many of them are five stories high, and have tiers of projecting windows, in the form of small Gothic turrets, with curious open work; the mosques are mostly built of a kind of sandstone, they are spacious, handsome looking buildings, ornamented with tall minarets, surrounded by three or four galleries, one above the other. There is an inn here, kept by an Italian, which, like all other inns in the Levant, making an exception to those at Alexandria and Cairo, is of the most miserable description possible. Nevertheless, as it is the only one in the town, you sometimes meet with very pleasant and agreeable companions, which in a great measure compensates for the want of better accommodation.

The celebrated gardens of Rosetta lie a little way to the south of the city, on the road to the convent of

Abou-Mandoor, on the top of which Mehemet Ali has erected a telegraph. The view from the tower is peculiarly beautiful; the gardens are nothing more than large plantations of pomegranate, banana, lemon, citron, and orange trees, with a few palm and sycamore trees intermingled. The favourite promenade for the inhabitants is a large open space, between the city and the Nile, where the boats that come so far unload their goods. The only objects of interest in the town are the tannery and the warehouse of the Pacha, (Shoonah,) where large quantities of rice are stored up. The traveller having arrived early, has had plenty of time to see every thing in Rosetta before dinner, and to enjoy the remainder of the evening with his companions, if fortunate enough to meet with any, at the hotel. Leaving Rosetta the next morning, the road still continues through the Desert, close to the river, till the traveller reaches an ancient Saracenic tower; here the scene suddenly changes, and he finds himself traversing a succession of beautiful meadows, enlivened by date groves and extensive sheets of clear limpid water, on which numerous flights of wild fowl are quietly reposing. After a ride of several hours, the village of Tifeny is reached, situated on both sides of the Nile. The traveller here crosses the river in a ferry boat, and enters the Delta. Here for the first time he is enabled to form a correct idea of its extraordinary fertility.

FOUAH,

Where the traveller passes the third night, is a large town, situated on the right bank of the Nile. It has several mosques, some tolerable baths, and several manufactories.

The houses are high, built of bricks, and some even

boast of glazed windows. There is a large manufactory for tarbooshes, (the red Tunis cap, now almost universally known in the Levant,) and for zabools (or coarse woollen cloaks). The Caravanserai (or sleeping-place) stands in the middle of the Bazaar. The next day's route lies along the edge of the Nile; the river in this part of its course is much broader than at Rosetta, and here and there its channel is divided by small beautiful islands, thickly covered with wood. The villages in this part of the Delta are numerous, and very much enliven the journey. In the course of the afternoon, the traveller passes through Ed Desoog, or Deïr Ibrahim, a large village, interesting from its being the site of the ancient Naucratis, to which place the Greeks who traded with ancient Egypt were restricted, the same as Europeans who trade with China are to Canton. In this exclusion of strangers, the form of their government, its distinction of castes, hereditary trades, their feasts of lanterns, their dislike to navigation, "do we not recognise one and the same people? Whence came the Chinese? their arts and sciences, the alleged antiquity of their government, the countless characters of their alphabet, so resembling the Phonetic system, if not a colony of Egypt? This is a question that no one has as yet unravelled."* From

* In the tombs at Thebes have been found many small bottles of glass or porcelain, of Chinese manufacture, and with mottoes in the Chinese character graven on them. Wilkinson considers that the Egyptians imported them for their contents, which might be the collyrium or dye, or more probably some description of scent. But as every circumstance attending their discovery affords strong presumption that no less a period than 3,500 years can have elapsed since their importation, a very great interest attaches to them, not only as evidence of the acknowledged antiquity of the Chinese nation and language, but of the commercial intercourse which they

Ed Desoog, the traveller next passes Sa-el-Hajjar, near which once stood the magnificent city of Sais, once the capital of Lower Egypt; and a short distance further is El Kodabé, where the fourth night is passed. To obtain a room at this place, it is necessary to make an application to the Sheikh el Beled, (or village chief,) who will immediately provide one. Starting at the usual hour the next morning, (about ½ past 7,) the traveller crosses the canal of El Feresak, passes through the village of Beir, and arrives about noon at Kafr Diami. Here are orange and citron groves, and a fine green turf. The roads, if I may so use the term, throughout the Delta, are nothing more than narrow pathways, and in many places over ploughed fields, intersected with ditches. The canals, of which there are a great many in this part of the Delta, are generally traversed in ferry boats, though here and there the Pacha has thrown handsome stone bridges over them. At Tookh-el-Nassera, the traveller must again apply to the Sheikh el Beled for a room, where the fifth night must be passed. Starting about six o'clock the next morning, and bidding farewell to the rats and mosquitoes of Tookh-el-Nassera, in about three hours the traveller crosses a vast canal; the country all around is beautiful, level, and green as a meadow, and ornamented with numerous groves of mimosa trees, intermingled with palms and sycamores. After passing through two or three small villages, Shibin el Kom is reached, a place of some consideration, where the Pacha has erected an extensive factory. A little to the north of Shibin el Kom, the canal of Tanta joins that of Harinen, and for some time after leaving the above village,

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maintained with the only people who could rival them in civilization and power.

the traveller proceeds along the stream formed by their union, which, though denominated a canal, possesses all the beauty of a natural river, its undulating banks being richly adorned with plantations of orange and lemon trees. The earth in many places is covered with green corn, and groves of sant, tamarisks, acacias, and sycamores, exhibiting every various shade of verdure, form a remarkable contrast with the fields of ripe yellow grain, which clothe the scene with an appearance of abundance; yet in the midst of this magnificent plain, lying between the canal of Menouf and the Damietta branch of the Nile, fertile even to rankness, the poorest villages are found. The traveller passes the sixth night at Bershaum. Leaving soon after sunrise the next morning, (in order to reach Cairo in good time,) the road lies along the Damietta branch of the river. At Shubr-es-Shawieh, the traveller crosses the Nile, and enters the rich land of Goshen, memorable for its being the place of sojourn of the children of Israel while in Egypt.

About noon Kelioub, the capital of the district, is reached; here is a small coffee-house where the traveller may refresh himself. From this place the Pyramids are distinctly seen. Arriving at Shoubra, an account of which will be found in the description of Cairo, the traveller enters a grand avenue of trees which leads from thence all the way to Cairo. The road is here at least ninety or one hundred feet in breadth, and bordered on either side by a row of noble sycamores, acacias, and mimosas, whose branches meeting form a delightful shade against the fierce rays of the sun. At the termination of the grand avenue the road unites with that from Boulak. Nothing can be more beautiful than the numerous gardens that now meet the eye, filled with groves of orange and citron trees scattering a faint but delicious perfume

through the air. After passing a large open square, and traversing two or three narrow streets, the traveller reaches a gate that admits him into the Frank Quarter.

THIRD ROUTE FROM CAIRO TO ALEXANDRIA.

(By the Desert.)

If the traveller, on his return from Upper Egypt, should not intend to visit Palestine and Syria,—in which case he might either cross the Desert of Suez by way of Salihiyeh and El Arish, or take boat, at a proper season of the year, from Damietta,—he can have the opportunity of returning by a third route to Alexandria.

The journey from Cairo to Alexandria across the Desert may be performed, viâ Niguillah, along the western branch of the Nile; from thence to Damanhour, a large military station; and from thence to Keraoum, and along the bank of the Mahmudie canal to Alexandria, or else on the eastern side of the river by the way of Shalakaum, Penouf, and Shabor to Damanhour, and so on to Alexandria. The distance may be easily performed on horseback in three days, or four upon a camel.

DAMIAT.

Damiat (Damietta) stands on the Phatnitic branch of the Nile, on a neck of land that separates the river from the lake Menzeleh. It is famous for its rice, which is considered the best in Egypt. On the same site on which the present town stands, the Franks disembarked for the invasion of Egypt in 1218 and 1249.

Some small vessels trade from this port to Syria, but it is a place of no importance, nor does its limited population allow it a rank among the large towns of Egypt. The traveller who dislikes the toil and peril of a journey

across the desert into Syria; (a route but little frequented,) may, at a favourable time of the year, take advantage of one of these vessels, and, for a few dollars, be safely landed at Jaffa, the nearest port to Jerusalem. The voyage is seldom, if ever, longer than three or four days.

The papyrus *, once so common on the banks of the Nile, is now only to be found in the vicinity of this city and on the banks of the lake Menzeleh. The real Ibis is known to frequent its banks.

GRAND CAIRO.

The modern capital of Egypt is encompassed by a wall which is about ten miles in circumference. Like all other large Mohammedan cities, its appearance from a distance is particularly pleasing and picturesque, from the number of minarets, domes, and cupolas which rise above the ordinary dwellings; nor does its interior convey the same feelings of disappointment which have been felt by every traveller in threading the filthy lanes and closes of Constantinople, after the magnificent ideas he has conceived while viewing it from his vessel. The streets of Cairo, though narrow and rather dark, afford, at all times, a delightful shade, and are admirably constructed for keeping off the intense rays of the sun, which, at certain seasons of the year, would otherwise be so intolerable as to prevent the inhabitants leaving their houses. They are kept remarkably clean, being all swept three times a

* "The reeds and flags shall wither. The paper reeds by the brooks, by the mouth of the brooks, shall wither, be driven away, and be no more." Isaiah, ch. xix. v. 6, 7.

day *, and well watered; all of them appear narrower than they really are, on account of the projection of the first floors, which advance so far that in some of the narrow streets they are only a few inches distant from the houses opposite. Some of the thoroughfares are excavated under the houses, and are very narrow and quite dark. In these subterranean passages, the sagacity of the laden asses is very conspicuous; they travel on as complacently as if they were gifted with feline organs of vision, and instinctively stop when they hear a passenger coming, that they may go by them without risk of a violent collision.

The houses of this city are larger and better built than those of Constantinople, and have an extremely handsome and antique appearance, presenting in architecture and material all that the traveller, in younger days, has pictured to himself while reading, for the first time, the Arabian Nights. All the houses have terraced roofs, upon which many of the inhabitants sleep during the hot weather, and hence, perhaps, we may trace the origin of ophthalmia, a complaint so common throughout all Egypt. The view from these terraces over the numerous gardens of the city is singularly beautiful—the flowers and trees

* Ibrahim Pacha, a few years ago, issued an order commanding every householder to sweep the space before his own house. The dust is collected into heaps, and four hundred carts, drawn by bullocks, are employed in conveying it out of the city. All the dust thus collected is passed through a kind of sieve, and the straw, leaves of vegetables, and every sort of combustible matter, are used for fuel. The remainder, when carried out of the city, is not thrown as formerly into heaps, but is employed in filling up the pits, hollows, and inequalities which are found in the environs. In the mean while, all the old mounds of rubbish are clearing away at a vast expense, and the land thus gained is laid out in gardens and olive plantations.

growing in them are so new to the eye of an European, that they cannot fail to convey a most pleasurable impression. Among the most beautiful of the latter is the mimosa lebbek, which grows upon the banks of the canal, its long, weeping branches pendent to the surface of the water; beyond, the sweet scented acacia and the stately sycamore rear their majestic heads, between vistas of which the traveller catches sight of groves of orange trees, while jasmin and rose trees, scattered here and there, are intermingled in a wild though graceful confusion with the stock, the japonica, and the geranium.

MOSQUES.

Cairo contains 300 mosques, three of which (the mosques of flowers, of Sultan Almansoor Kalawni, and of Sultan Hassan) are really worth visiting.

BAZAARS.

Cairo being the emporium of the commerce of Eastern Africa, the bazaars particularly deserve the notice of the traveller. They are richer, and more distinguished by variety of language and costume, than those of any other eastern nation, Constantinople alone excepted.

THE SLAVE MARKET.

The slave market is situated nearly in the centre of the city. It is a large old fashioned building, inclosing a hollow square, with chambers all around, both above and below. There are generally from five to six hundred on sale; most of them are naked, with the exception of a narrow strip of cloth across the loins; some few are covered with blankets.

The greater part of them are from Dongola and Sennaar; they are quite black, and disgustingly ugly. The Abys-

sinians for sale are not so numerous; their complexion approaches more to a yellow, their teeth and eyes are good, and their appearance altogether might be said to be handsome; most of these are dressed, and kept separate from the common herd. The Nubians were very dark, but with oval, regularly formed, and handsome faces, mild and amiable expression of countenance, and no mark of the African except the colour of their skin. The white slaves are never exposed in the market, but are kept at the dealers' houses; it is an exceedingly difficult thing for an European ever to get a sight of them.

THE ALMÉ *.

Among the most interesting and remarkable spectacles in the modern capital of Egypt, are the performances of the Almé, or dancing girls. The dance of the Almé is the opera of the Orientals; all ranks and both sexes, young and old, delight in the exhibition; and the ladies of the Harem, instructed in the art by the Almé, themselves perform in their own apartments for the amusement of their families.

They are not allowed to inhabit Cairo, but live apart from the rest of the world, in the rural village of Sha'arah, (the Eleusis of modern Egypt,) about half an hour's ride from the capital. Many of them are very pretty girls. They are all young, none perhaps exceeding twenty, and the majority between ten and sixteen years old.

THE CITADEL,

Remarkable as having been the scene of the slaughter of the unfortunate Mamelukes, is situated to the east of

* See St. John's Egypt.

the town, on a projecting point of Mount Mokattam. It completely commands the city, but is itself commanded by a higher range of the mountain behind, where a square fort has been erected by the Pacha, and garrisoned by four hundred men. The objects of interest within the walls of the citadel are, the new palace of the Pacha, the Mint, Joseph's Well, and the magnificent view from the ramparts, extending over the whole of the city, the rich land of Goshen, the Pyramids, &c., and bounded only by the eternal Desert.

HOTELS.

Hill's Family Hotel is decidedly the most comfortable in Cairo; the charges per day for board and lodging are twelve shillings, independent of wine and extras. The Hotel del Giardino is kept by an Italian; the situation is rather against it; the charges are lower than at Hill's, and the people civil and obliging. Mrs. Vasilikée's boarding-house is also well spoken of. According to Capt. Crawford, the expense of living here is only half the price of the hotels.

OBJECTS OF INTEREST WITHOUT THE WALLS.

The ovens for hatching chickens, the obelisk at Matarea, (the site of the ancient Heliopolis,) the tombs of the Mamelukes, in the Desert; the forest of petrified trees, in the Valley of the Wanderings, and the summer palace of the Pacha at Shubrah.

Before the traveller quits Cairo he should make a point of seeing the Sheykh' Abd El-Ckádir El-Mugh'rebée, the celebrated Egyptian magician.

During my sejour at that capital I sent for him several times without success, the answer always being that he was from home, or otherwise engaged. Accident how-

ever enabled me to gratify my wishes. Among other visiters at Hill's Hotel were Captain and Mrs. Anstruther and Sir Charles Malcolm, who were returning to England by the overland passage, and in the mean while resting themselves a few days at Cairo previous to their voyage to Malta. During the course of conversation I happened to observe how unfortunate I had been in my endeavours to see this Egyptian magus, upon which they very kindly invited me to drink tea with them in their private rooms, where he was to perform before them that evening: about eight o'clock, he made his appearance. We beheld a tall, strong built looking man, with a peculiar expression about the eyes, which did not very much prepossess me in his favour; his face was partly concealed by a large black beard, and on his head he wore a green turban, being a descendant of the prophet.

His first care was to order a large chafing dish into the room, filled with live charcoal. He then asked for a reed pen and ink, a piece of paper, and a pair of scissors. Having cut off a long strip of the paper, he wrote upon it certain forms of invocation, together with another charm by which he professed to accomplish the object of the experiment.

The following is the translation:—

"Tur'shoon! Turyoo'shoon! * Come down!
Come down! be present! whither are gone
The prince and his troops? Be present,
Ye servants of their names!
And this is the removal. 'And we have removed from thee
Thy veil; and thy sight to day
Is piercing,' correct, correct."

* The names of two genii, his familiar spirits.

Having written these, the magician cut off the paper containing the forms of invocation from that upon which the other charm was written; the former of which he cut into six strips—the charm which he kept in his hand was to open the boy's eyes in a supernatural manner; so as to make his sight pierce into what is to us the invisible world. The only description of persons who can see into the magic mirror are—a boy not arrived at puberty, a virgin, a black female slave, and a pregnant woman. The servants now called in a boy out of the streets; the magician made him sit down, placing the chafing dish between him and the boy, casting in from time to time a quantity of aromatic perfumes on the hot coals, from which a long perpendicular column of smoke began gradually to ascend towards the ceiling; he then took hold of the boy's right hand, drawing in the palm of it a magic square, marked at the corners with Arabic numerals. In the centre he poured a little ink, and desired the boy to look into it and to tell him if he could see his face reflected in it; the boy replied that he saw his face clearly. The magician holding the boy's hand all the while, told him to continue looking intently into the ink, and not to raise his head. He then took one of the little strips of paper inscribed with the forms of invocation, and dropped it into the chafing dish, upon the burning coals and perfumes, which had already filled the room with their smoke; and as he did this he commenced an indistinct muttering of words, which he continued during the whole process, excepting when he had to ask the boy a question, and await the interpretation of his answer to the company. The magic charm, which as yet the magician had held in his own hand, he now placed inside the boy's skull-cap. He then asked him if he saw any thing in the ink, to which the boy replied, he saw a black man sweep-

ing the ground. "When he has done sweeping tell me," said the magician. Presently the boy said "he has done." The magician then desired him to tell "the black to bring a flag," the boy did so; and soon said he has brought a flag. "What colour is it?" asked the magician. "Blue," replied the boy. The next three flags he was told to call for were all white, and the last three were flags of all colours. The magician now asked him how many flags had been brought. "Seven," answered the boy. While this was going on, the magician put the second and third of the small strips of paper upon which the forms of invocation were written into the chafing dish, and fresh perfumes being repeatedly added, the smoke rose in a majestic column, and gradually filled the room. The boy was next desired to say, "Bring the sultan's tent and pitch it." This he did, and about a minute after he said, "some men have brought the tent; a large green tent: they are pitching it;" and presently he added, "they have set it up." Now, said the magician, "order the soldiers to come and pitch their camp around the tent of the Sooltán." The boy did as he was desired; and immediately said, "I see a great many soldiers with their tents; they have pitched their tents." He was then told to order that the soldiers should be drawn up in ranks; and having done so, he said they were all in order. The magician now put the fourth of the little strips of paper into the chafing dish, and soon after he did the same with the fifth. He now said, "tell some of the people to bring a bull." The boy gave the order, and said, "I see a bull: it is red: four men are dragging it along and three are beating it." He was then desired to tell them to kill it, and cut it up, and to put the meat in saucepans and cook it. "It is cooked," said the boy. "Now," said the magician, "tell the soldiers to eat it." The boy did so, and said "they are eating it,—

they have done; and are washing their hands." The magician then told him to call for the Sooltán. The boy having done so, said, "I see the Sooltán on a white horse, and dressed in white." "Now tell them to form the court and begin." On saying these words the magician put the last of the six strips of paper into the chafing dish, continuing all the while to mutter his incantation from time to time. Captain and Mrs. Anstruther called for the first two persons, and their description was tolerably correct. One of us now called for Lord Abercorn. The boy immediately said "a messenger is gone, and has brought a young man, very short, with yellow hair, and a white jacket and black trowsers"—he was doing nothing at the time, and he did not know whether he was married or not. The boy's descriptions became now so bad that we asked the magician if we could change him for the little girl from Hill's Hotel, who had acted all the time as our interpreter. Upon his assenting, the little girl took the boy's place on the chair; the magician wrote a fresh charm, and the ceremony of fetching the Sultan and his court had to be gone over again, the same as I have described above. The next people we called for, the girl said refused to come; and that the magic mirror was every moment getting less plain, and the figures we called up more indistinct.

The above account of an exhibition that has been already commented upon with considerable minuteness of detail by previous writers, I have taken from my own memoranda made at the time; and it is hardly necessary to add that it was by no means satisfactory to those who witnessed it, as determining nothing either against or in favour of the supposition that something more was effected, than could be explained from natural causes. We may fairly presume that every European traveller—

and certainly every Englishman—enters into the enquiry with the full determination to believe *nothing* but the evidence of his own senses; and as the magician professes to communicate with the powers below, only through the agency of children, we are not likely ever to have the means of obtaining such evidence on the subject, as may be held conclusive. If, however, Dr. Paley's rules for ascertaining the credibility of evidence in favour of miracles, are as correct as they are generally allowed to be, I must confess, that, tried by this test, the magician's claims are not so easily disposed of. We have the fullest details of his performance before Lord Prudhoe, Mr. Lane, Lord Lindsey, Captain Scott, &c., and of the conviction at which some of these parties arrived, and the extent of the admissions which all more or less felt themselves compelled to make on the subject. On the occasion which Captain Scott describes, the attempt seems to have been altogether a failure, as it was with us; but he admits that the boy whom they had themselves chosen for the occasion, either saw or fancied that he saw certain figures in the mirror, and that a lady of their party, who afterwards took the boy's place, was subject to the same illusions, in consequence of which she became so excited, that her friends would not suffer her to continue longer under the magic influence. In our case, the boy was selected by some of our attendants, and the girl, a very intelligent child, was a daughter of Mr. Hill, the proprietor of the hotel, and certainly not labouring under any such excitement as would cause her to imagine that she saw more than actually appeared. Any one who pours ink into a saucer and holds the face near to it, will see only their own features very distinctly reflected, and it is not easy to conceive that any optical delusion could intervene; if therefore, the above details of this perform-

ance are correctly set down, I think I am right in saying that the subject has yet some mystery about it; but if future travellers who may chance to meet with this magician, or any of his fraternity, will carefully watch those parts of the process, which have been pointed out, as the most likely to afford opportunity for practising a deception, the magician's trade may very soon be brought to an end.

FORESTS OF AGATE NEAR CAIRO.

In the Valley of the Wanderings, extending from the vicinity of Toura to the Red Sea, are found the remains of extensive forests, overthrown and converted into agate. Quitting Cairo by the gate of the citadel, and traversing the great Mameluke cemetery, the traveller turns off a little to the left of Toura and enters the rocky hollows of the Desert, where the ground is strewed with fragments of crystal and large beds of the ostrea diluviana. The mouth of the valley is of considerable breadth, and the hilly chain which forms its northern boundary is abrupt and rugged, being intersected by numerous deep and rocky ravines, through which the gazelles descend at night into the plain.

Advancing some distance into the valley, which in many places is divided by intervening ridges into several channels parallel with each other, the traveller arrives among the petrifactions, which are scattered over the ground in large blocks of various forms. The exterior of the stone exhibits the appearance and colour of wood; while the interior, resembling flint or agate, is often singularly variegated. In some specimens are knots and roots of the tree twisted and interlaced; in others, a straight fine grain, and in a third sort, (by far the most plentiful,) the loose fibrous texture characteristic of palm

wood. Continuing in the same direction, the traveller comes to a narrow opening, and discovers in the distance a small bright red hill. In the mouth of the gorge are found those immense petrifactions that have excited so much discussion among the learned.

Here the traveller sees enormous trees, bared of their branches, overthrown, and converted into stone. Several of the trunks measure three feet in diameter, and from forty to fifty feet in length; in some cases presenting the appearance of having been sawn into various lengths; in others, particularly on the slope of the hills, seeming to have been overthrown in their petrified state by floods or hurricanes, and shattered to fragments in their fall. It is, however, worthy of remark, that the roots of these trees point towards the Red Sea, and their summits towards Egypt. Two of the larger specimens are palms. The greater number are a species of tree no longer known in Egypt. The tops of the hills, the beds of the torrents, the hollows, glens, and ravines are covered with these petrifactions, which appear all of them to have been transmuted in an upright position, and afterwards cast down and broken. All this portion of the Desert, therefore, must have been fertile and covered with forests, though in process of time, from some unknown cause, the vegetation has disappeared, and the soil, scorched and deprived of moisture by the sun, has lost the power of production.

MANUFACTURES.

To persons who desire an opportunity of studying the productive merits of steam machinery, as compared with those of manual labour, a visit to the manufactories of this country, while yet in their infancy, will have peculiar interest. This appears, notwithstanding his prejudice in

favour of all the improvements of the age, to be still an open question with the Pacha; and although we have long since made up our minds on the subject, as regards countries in which labour is expensive and fuel abundant, yet in Egypt we not only find the case reversed as regards these vital accessories, but the first cost of the machinery is very great; and above all, the important item of *wear and tear*, (owing to a little occasional roguery in the Birmingham manufacturer, and the invariable ignorance and want of care displayed by the natives, to whom the management has rather prematurely been confided,) has caused so much ruinous delay, and so far exceeded all calculation, that nothing short of the firmness, sometimes amounting to obstinacy, for which this great Egyptian tradesman is so remarkable, could have saved him from falling back in utter despair on the old system, which would at least be under his own control.

LIST OF THE FACTORIES OF DIFFERENT KINDS NOW EXISTING IN EGYPT.

1. Sugar and rum manufactory at Er Raramoun.
2. Powder manufactory at Rhonda.
3. Saltpetre refinery at Rhonda.
4. Chemical works at Masr el Atikeh (old Cairo).
5. Tannery (old Cairo).
6. Founderies for brass guns and carriages in the Citadel.
7. Copper mills.

CITADEL.

8. Pyrotechnic school: fire-works, carcasses, signal rockets, &c.

CAIRO.

9. Cotton mills.

10. Weaving, silk and cotton.
11. Rope-walks, for Alexandria.
12. Musket manufactory. Here they repair monthly 1600 old muskets, and manufacture 400 new ones, under the direction of Ali Aga, a French renegade with the rank of a colonel.
13. Cloth manufactory.
14. Calico printing works.
15. Bleaching fields.
16. Iron foundery, by Galloway.
17. Power-loom weaving factory, by Galloway.
18. Dyeing works.

ROSETTA.

19. Rice-mills, by Galloway.
20. Tannery.
21. Corn-mills—about one hundred and ten still exist.
22. Glass-house.
23. At Malta-Falrick, four hundred forges employed for the fleet and army.
24. At Gallioop, there are one hundred and fifty forges.
25. Paper mill; recently established near Cairo.
26. Manufactory of tarbooshes, at Fouah, directed by Tunisians.

CLIMATE AND SEASONS.

During the winter months, showers are of frequent occurrence at Cairo, though less frequent in Upper Egypt; but even at Thebes, violent storms of rain fall at certain seasons, and those who have the good fortune to escape personal experience, may nevertheless convince themselves of the fact, by observing the channels cut by the torrents in their descent from the high ground. The

winter nights are cold on all parts of the Nile, and thin cakes of ice have been found within two degrees of the tropic. During the months from July to November inclusive, the north winds generally prevail, and are decidedly the most favourable in their effects on the climate of the country and the health of the traveller; but the heavy dews which they bring with them from the surface of the Mediterranean, render it dangerous to sleep in the open air, or continue in it without extra clothing after the sudden change of temperature which follows a tropical sunset. To the neglect of these precautions may be attributed all the attacks of fever and dysentery, of which the Egyptian traveller, sooner or later, experiences sudden and alarming symptoms; and owing to this peculiarity of climate, the streets of Cairo have been purposely made winding and narrow, by which means they are protected from the cold winds of night, and the intolerable heats of the day. The bazaars are sheltered from the sun by mats extended from house to house, so as wholly to exclude his rays.

During the months of April and May the hot southerly wind called khamseen generally prevails, (it is so named from the Arabic numeral khamseen, (50,) because it generally lasts 50 days,) and in attendance on it wait all imaginable diseases, sufferings, and annoyances. There is then no dew at night, and the sands of the Desert are consequently dried to an impalpable powder, which fills the whole atmosphere and penetrates every thing, producing ophthalmia, and diseases of the skin, and on the lungs. It has been remarked that this wind, during the winter, and after the inundations of the Nile, often blows very cold, probably owing to some atmospheric phenomena in the mountains of Central Africa.

In the winter the winds vary, and cannot be depended

on for many days together, often causing much delay to the voyager on the river; but I should say, notwithstanding, that for an English constitution the climate of Egypt is much more healthy at this season than during the summer and autumn, though either of them are to be preferred to the spring, as I have already shewn.

EGYPTIAN MEASURES, WEIGHTS, AND MONEYS.

Of the measures and weights used in Egypt the following are the most known:—

MEASURES OF LENGTH AND LAND.

The fitr is the space measured by the extension of the thumb and first finger.

The Shi br is the common span, measured by the extension of the thumb and little finger.

The Dirá ă bel′ edee, (or cubit of the country—the common Egyptian cubit,) which is used for measuring the linen, &c., manufactured in Egypt, is equal to 22 inches and two thirds.

The Dirá ă hindá reh, chiefly used for measuring Indian goods, is about 25 inches.

The Dirá ă Istamboólee, (or cubit of Constantinople,) which is used for measuring European cloth, &c., is about 26½ inches.

The Fed dá n, the most common measure of land, was, a few years ago, equal to about an English acre, and one tenth. It is now less than an acre. It is divided into ckee rats′, (or twenty-fourth parts,) and consists of 333 square ckus ábahs (or rods) and one third. The ckus ábah was 24 ckub ′dahs, but is now 22. The ckub′ dah is the measure of a man's fist with the thumb, or about 6¼ inches.

The mal áckah, or Egyptian league, is the distance

between two villages. It is different in Upper and Lower Egypt, as was the ancient schœnus, with which it nearly corresponds. In Lower Egypt it is about an hour's journey, or about $2\frac{1}{2}$ to 3 miles. In Upper Egypt it is about an hour and a half, or from $3\frac{1}{2}$ miles to $4\frac{1}{2}$, or even more.

CORN MEASURE.

The ard eb 'b, is equivalent very nearly to five English bushels.

The wey 'beh is the sixth of an ard eb'b.

The roob 'ă is the fourth of a wey 'beh.

WEIGHTS.

The ckum 'hhah (or grain of wheat) is the 64th part of a dir 'hem, or fourth of a ckee rát, about three quarters of an English grain.

The hhab 'beh (or grain of barley) is the 48th part of a dir 'hem, or third of a ckee rát, equal to $\frac{1}{1}\frac{0}{2}\frac{1}{8}$th of an English grain, or in commerce fully equal to an English grain.

The ckee rát, (or carat,) which is 4 ckum hhahs, or 3 hhab 'behs, as above mentioned, is the 24th part of a mitcka 'l, or from $2\frac{1}{1}\frac{0}{2}\frac{5}{8}$ to three English grains.

The dir 'hem, (or drachm,) the subdivisions of which have been mentioned, is from $47\frac{5}{8}$ to 48 English grains.

The mit cka 'l, (or the weight of a deena 'r,) is a dir 'hem and a half; from $71\frac{7}{1}\frac{}{6}$ to 72 English grains.

The oockee 'yeh, or woockee 'yeh, (the ounce,) is 12 dir 'hems, or the 12th part of a rotl; from $571\frac{1}{2}$ to 576 English grains.

The rotl, (or pound,) being 144 dir 'hems, or 12 oockee 'yehs, is from 1 lb. 2 oz. $5\frac{3}{4}$ dwt. to about 1 lb.

2 oz. 8 dwt., troy; or from 15 oz. 10 dr. $22\frac{1}{16}$ grains, to nearly 15 oz. 13 dr. avoirdupois.

The oock 'ckah, or woock 'ckah, is 400 dir'hems, (or 2 rotls and seven ninths,) from 3 lbs. 3 oz. $13\frac{3}{4}$ dwt. to 3 lbs. 4 oz., troy; or from 2 lbs. 11 oz. 8 dr. $18\frac{3}{4}$ grains to about or nearly 2 lbs. 12 oz., or $2\frac{3}{4}$ lbs. avoirdupois.

The ckun tá r (or hundred weight, i. e. 100 rotls) is from 98 lbs. minus 200 grains to about $98\frac{3}{4}$ lbs. avoirdupois.

MONEYS.

The pound sterling is now, and is likely to continue for some years, equivalent to 100 Egyptian piastres; in the course of a few years it has risen from 72 piastres, which was the rate of exchange for many years.

The piastre is therefore worth about $9\frac{1}{2}$ farthings.

A fud 'dah is the smallest Egyptian coin. The Turks call it pa-'rah. The fud 'dah is made of a mixture of silver and copper, (its name signifies silver,) and it is the 40th part of a piastre; consequently equivalent to nearly a quarter of a farthing. There are pieces of 5, 10, and 20 fud 'dahs; the last is half a piastre. These pieces, which are equivalent respectively to a farthing and one fifth, two farthings and two-fifths, and a penny and one fifth, are of the same composition as the single fud 'dahs.

The ckirch, or Egyptian piastre, has already been shewn to be equivalent to the hundredth part of a pound sterling, or the fifth of a shilling—that is two pence and two fifths. It is of the same composition as the pieces above mentioned.

The gold coins consist of 4, 9, and 18—5, 10, and 20 piastres; the three latter are a new coinage, and are those most in use.

The coins of Constantinople are current in Egypt, but they pass at a considerable discount.

The Spanish pillared dollar, and the French five franc piece, pass as far as Cairo, the former exchanging for 21 piastres, and the latter for 20.

The keer or purse is the sum of 500 piastres, = £5 sterling.

The khuz'neh or treasury is 1000 purses, = £5000 sterling.

PRICES OF VARIOUS ARTICLES AT CAIRO, 1839.

	Piastres.	Fodda.	Piastres.
Bread, the rotl of 12 oz.	0	7	
Butter, ditto	1	40	
Milk, ditto	0	6	
Honey, ditto	0	50	
Treacle, ditto	0	50	
Wheat, the ardeb	34	0	varying.
Flour, the roobá	2	0	
Barley, the ardeb	16	0	
Beans, ditto	17	0	
Rice, the oka (oock' ckah)	3	0	
Indian corn, the ardeb	17	0	
Sea salt, the rotl	0	10	
Rock salt, ditto	0	12	
Sugar, ditto	1	50	
White sugar, ditto (the best)	4	0	to 5½
Coffee, ditto	6	0	
Tobacco, the oka	17	0	
Inferior, ditto	2	50	
Soap, the rotl	2	0	
Candles, the oka	2	0	
Wax candles, ditto	10	0	
Tarboosh (red cap, the best)	25	0	
Carpets, from	10	0	to 1000
Mats, 14 feet by 8	18	0	
Amber mouth pieces for pipes	50	0	to 500

	Piastres.	Fodda.	Piastres.
Raisins, the oka	3	0	
Dried apricots, the oka	4	0	
Nuts, ditto	3	0	
Almonds	5	0	
Rose-water (the quart)	4	0	
Ropes, the oka, from	2	0	to 4
Syrian ropes, ditto	5	0	to 10
Horses, from	500	0	to 3000
Asses, from	15	0	to 200
Mules, from	800	0	to 2500
Cows, from	50	0	to 300
Camels and Dromedaries	300	0	to 2000
Calves	90	0	
Sheep, from	9	0	to 25
Buffaloes	250	0	
Goats, from	5	0	to 15
Geese, from	0	30	to 2
Fowls	0	50	
Pigeons, the pair	0	30	
Eggs (60)	1	0	
Beef, the rotl	0	15	
Veal, ditto	0	15	
Mutton, ditto	0	20	
Charcoal, the oka	0	30	
Leather bottles for water	15	0	
Dates, the rotl	0	10	
Lamp oil, ditto	0	50	
Olive oil	5	0	
Turkish dress (embroidered)	650	0	about.
Turkish saddle with velvet covering, &c.	450	0	
Bridle	100	0	

PRICE OF PROVISIONS AT VARIOUS PLACES IN UPPER EGYPT.

ZEITUN.

	Piastres.	Paras.
8 cakes of fine flour, each cake with butter sufficient for 1 breakfast	1	0
32 new laid eggs	1	0
Half a bushel of fine onions	2	0

BENI SOOËF.

16 small cakes, like muffins	1	0
32 eggs	1	0
8 citrons	0	10
Mutton, per lb.	0	25

RHADAMONE.

White sugar, coarse grain	1	20
Much whiter sugar, but inferior to English, per lb.*	6	0
Rum, very good quality, per bottle.	2	20

EKHMIN*.

4 live pigeons	1	0
58 new laid eggs	1	0
41 fine onions	0	8
A quart of fresh milk	0	8

EDFOU.

Beef, per lb.	0	15
Butter	0	20

* Meat, bread, and other necessaries of life in the same proportion; no fuel is ever wanted except for the kitchen, and the finest beverage (water) for those that like it, may be had for nothing,—a famous place for economists.

A para and a fodda are the same coin.

	Piastres.	Paras.
20 small loaves.	1	0
Tobacco, per lb.	3	0
Mokha* coffee, per lb.	8	0

I have not attempted to fix a price on the commoner fruits and esculent vegetables, as the soil of Lower Egypt produces them almost spontaneously, and they consequently have a mere nominal value in the markets of the natives, though by the thirsty consumer they would, if less plentiful, be deemed invaluable. The onions are rather smaller than the Spanish, but superior to them in flavour; and he who has tasted them will be inclined to make some allowance for the dissatisfied murmurings of the children of Israel, during their forty years' wanderings, when they quarrelled with their bread and honey, and called to mind all the good things they had left behind them. "We remember the fish, which we did eat in Egypt freely; the cucumbers, and the melons, and the leeks, and the onions, and the garlick. But now our soul is dried away, there is nothing at all, beside this manna, before our eyes." Numbers, ch. xi. v. 5, 6.

* A government monopoly.

ENGLISH AND ARABIC VOCABULARY.

About—howalay'n.
Above—fōk or foke.
Abundance—zeeádeh.
Abusive words—sheteémeh.
By accident—ghusbinánee.
The accounts—el hesál.
Adore, v.—ábed.
After—būd or baad.
Afterwards—būdén, bad zalek.
Age—omr.
His age—omroo.
Long ago—zeman.
Air—how'a or how'-eh.
Alive—sáheh.
All—kool'loo.
At all—wúsel.
Almond—lōz or loze.
Aloe—subbára.
Also—lákher, gúzalik.
Altitude—ertifáh.
Always—dyman.
Amber—kahramán.
America—Yengee dooneea.
Anchor—helbeh, márseh.
Ancient—godeem, anteeka.
The ancients—é nass el gadeén.
And—oo.
Anger—gahr, gudil.
Angry—gaheán remgán.
Angle—zów yeh.
Animal—hywán.
Answer—gowáb.
Answer, v.—rood or roodd.
Ant—nemél or neml.
It appears—bain or by'in.
Arabic—Arabee.
Arab of the Desert—Bed'dowee.
An Arab chief—Shekh el Arab.
Arch (bridge)—gántara.
Arms (arma)—silláh.
Artichoke—khar shoof.
Ashes—roomád.
As—zay, kayf, mitl.
Ass—homár, *pl.* hameer.
Ask, v.—saal, essaal.
At—fee.
Awake—sáheh.
Awning of a boat—esheh.
Axe, hatchet—bólta or bálta.
Pick axe—fūs, toonee.
Arm (of man)—drah.

Back—dahr.
Bad—radee, wakesh.
Bag—kees.
Balsam—belisán.
Bank of a river—gerf.
Barley—shay-eér.
Barrel—burmeél.
Basket of palm branches—mugtaf.
———— wicker — me shen'neh.
Basin—tasht or tísht.
Bath—hammam.
Battle—harb.
A bat (bird)—watw'at.
Bear (to support)—is'ned.
Bear (to put up with)—istahmel.
Beans—fool.
Beard—dugn.
Beautiful—gúei-is.
Beat, v.—idrob.
Bed—fersh.
Because—débbub.
Bee—nahl.
Beetle—khónfus.
Before (time)—gublee.

Before (place)—quoddam.
The beginning—el ówel.
Beggar—shahát.
Behind—warra.
Bell—gelgil.
I do not believe—ana ma asedeg-hee.
Belly—botn.
Bench—mustaba.
Bend, v.—etnee.
Besides—ghayr.
Except—illa.
The best—el ahsan.
Better—ah-san.
A bet—rahaneh,
Between—bayn.
Bird (small)—asfoór.
—— (large)—tayr.
A bit—hetteh.
—— of a horse—legam.
Bite, v.—aod.
Bitter—morr.
Black—áswed.
Blanket—herám.
Blind—amian.
Blood—dum.
Blow, v.—umfookh.
A blow—derb (on the face) kuff.
Blunt—bard.
Boat—feloókah.
Boatman—marakebee.
Body—beddan.
Boil—iglee.
Boiled (water)—mug'lee.
Bone—adm.
Book—ketab.
Borrow—séllef.
Bottle—guexas, gesas.
Box—sendook.
Small box—elbeh.
Boy—wulled.
Brandy—araguee.
Brass—nahass-asfer.
Bread—rageef.
Roll of bread—ragéef-'ish.'
Break, v.—eksee.
Broken—maksoor.
Breast—sudr.
Breath—neffes.
A bribe—balsa.
Bridge—qántara.
Bull—tór.
Butter—ríbdeh.
Buy—íshterree.

I can—ana-ag-der.
I cannot—ma-ag-der shee.
Wax candle—shemma.
Cap, white—tagëé h.
—— red—tarboosh.
Small carpet—segádeh.
Charcoal—fahm.
Cheese—gibu.
Cherry stick pipe—shébbook kesáys.
Coffee, raw—bonn.
Coffee pot—búkrag.
Cold—bard.
Color—lon.
Colors—elwán.
Come, v.—íggee.
Come here—taal hénnee.
I am coming—ana gye.
Cord—hábbel.
Cork of a bottle—ghútta.
Cows—boogár.
Crocodile—temsah.

Danger—khōf.
Day, sub.—yom, *pl.* iy'am.
To-day—el yom.

Sunday—el hadd.
Monday—el ethneén.
Tuesday—é thelát.
Wednesday—él erba.
Thursday—el khamées.
Friday—é goómā.
Saturday—é sebt.
My dear—ya habeébtee.
Desert, the—el baréch.
Devil, the—el ebleés.
Dinner—yhudda.
Dirty—wússukh.
Doctor—hakim.
A drawing—ketábeh.
Drink—ishrob.

Egg—bayd.
Good evening—mes se koom.
The eye—el ayn.

Face—el'widj.
How far from this—gud-ay' min hénnee.
Do me the favor—tefod'-del.
Fire—nar.
Fig—tin.
Fish—sy-ad semmāk.
Flea—berghoót.
Forgive me—sud, málésh.
A fowl—faróog.

Gift—bak-sheesh.
Girl—bint.
Gnat—namoós.
She goat—anzeh.
Goose—wiz.
Governor—hákem.
Greek—Rhoomee.
A guide—kheb-eeree.
Grotto—maghára.
Gunpowder—baroot.

Handkerchief—má rama.

Hare, an animal—erneb.
Hair of the head—shar.
Heat, sub.—ha.
There is no harm, never mind—ma feesh durrer.
Come here—taal hénnee.
Here—hénnee.
I hope, please God—inshallah.
Hot—ha mée.
Horse—hossán.
How do you do?—zay'ak?
Hungry—gayān.

Indigo—neeleh.
Infidel—káfer.
Jew—Yahóodee.
Idle—tum'bal.
Illness—ta showéesh.
In (within)—góoa; at, fee.
Journey—sáffer.
Island—gezéerch.
Is there? there is—fee.
There is not—ma feesh.

Key—muftá.
Kettle—búk-rag.
Knee—roók-beh.
Knife—sekéen.

Ladder—taab.
Lake—beérkeh.
Lamp—quandéel.
Lantern—fa-nóos.
Light the candle—wulla e shem' mā.
Lime—geer.
Magic—sayhr.
Marble—ro-khám.
Market—bazár.
Mat—hasséereh.
Meat—lahm.

Medicine—dowéh.
Milk—lúbbun.
Morning—sabáh.
Dawn—fegr, fegger.
Sunrise—télät é shems.
Forenoon—dá-hah.
Mid-day—dōhr.
Afternoon—ásser.
Sunset—múgh-reb.
Good morning—sabá-koom, bel-khayr.
Moon—gumr.
Mosquito net—namooséëh.
You must—lázem.
Mustard—khárdel.

Nail—mesmár.
It is necessary—lázem.
Never mind—malésh.
———————ma annoósh.
No—la.
North—shémal.
Nose—mono-khéer.
The numbers—El éddud.
1—wáhed.
2—ethneen.
3—theláta.
4—érbä.
5—khamsa.
6—sitteh or sett.
7—sabä.
8—themánieh.
9—tésä or téssä.
10—ásherah.
11—hedasher.
12—ethnasher.
13—thelatasher.
14—esbätásher.
15—khamstásher.
16—sittasher.
17—sabätásher.
18—themantasher.
19—tesätasher.
20—asheréen.
21—wáhed oo ashereen, &c.
30—thelatéen.
40—erbäéen.
50—khamséen.
60—sitteen.
70—sabäéen.
80—themanéen.
90—tesäéen.
100—méea.
101—méea oo wáhed.
120—méea oo asheréen, &c.
1000—elf.
1100—elf oo méea.

Oar—mugdaf.
Ocean—el bahr el máleh.
The Mediterranean—el bahr el abiad (the white sea).
Oil of olive—zayt-zaytóon.
Sweet oil—zayt-ty-eb-helwa.
Lamp oil—seerig.
Orange—pōrtogán.

A pair—gōz.
Palm, date tree—nákh-el.
Paper—warag.
A pára (coin)—fodda.
Peace, pardon—amán.
Pen—gullum.
Lead pencil—gálam rosass.
Persian—A'gemee.
Pig—khanzéer.
Pigeon—hamám.
Pilgrim—hag.
Pill—hab.
Pin—dabóos.
Pipe—shébook.
Potatoes—qōlqás frangee.

A quail (bird)—soomán.
Stone quarry—mugta hággar.
Quickly—ga-wám.

Rain—mattar.
Rat—far.
River—nahar.
Robber—háramee.
Road—derb, sikkah.
A room—ōda.
Rope—habbel.
Rudder—duf'feh.
Ruins—benái gadéem.

Saddle of a horse—serg.
——————— donkey—bérdā.
——————— dromedary — ghabeel.
Salt—melh.
Four seasons.
Winter—shíttah.
Spring—kharéef.
Summer—sayf.
Autumn—demeereh.
Sheep—ghunnum.
Shoe—merkōob.
Yellow slipper—must, mer.
Sheet—foota.
Be silent—óskoot.
Water skin—géerbeh.
I am sorry—isaáb aláy.
South—genóob.
South wind—now.
To stay—úsboor.
Sugar—sook ker.
The sun—shems.
Swim—aom.
Sword—sayf.
Syria—é Sham.

Table—sōffra.
Temple—béerbeh.
Telescope—nadára.
Tent—khaym.
This—dee.
That—deéka, dikkai.
Those—dōle.
Tooth—sin.
Towel, napkin—fóota.
Town—bélled.
Large town—bénder.

Valley—wádee.
Vegetables—khōdar.
Umbrella—shemséeh.

Warm—sōkhn.
Water—ís gee.
Fresh water—móie helwa.
Water melon—ba teekh.
Wax candles—shemmā skanderánnee.
A well—beer.
Well, good—ty' eb.
Wine—nebéet, sharáb.
What do you say?—betgoóláy?
What's the matter?—géra áy ter?
What's the price of this?—be kám dee?
What are you doing?—betámel áy?
Who is that?—da mín?
Woman—marra hōrmeh.
Fire wood—hatlob.
What is this worth?—es' wa aÿ dee?
What o'clock is it?—é sā ā fee kam?

A court yard—hōsh.
Year—sénna.
Not yet—líssa.
You—ente.
Your—betak.

PRONUNCIATION.

The *a* as in father; *ay* as in may; *ā* very broad.

E as in end; *ee* as in seek; *eeh* nearly as *ia* in the Italian mia.

Ai and *ei* as in German, or as *y* in my; but *ai* rather broader. A single *e* at the end of words, as in doge. *Eu* as the French, feu, fire. *J* sounded as in English; in lower Egypt it is pronounced hard, as *g* in good.

K as in kill.

K h as the German *ch*, but more guttural.

O or *ō* as in go; *oo* as in moon; *ow* as in cow.

U as in bud; *qu* as in English, when followed by another vowel; but otherwise nearly as *cu* in curdle, though more guttural.

R is always to be distinctly pronounced, as well as the *h* in ah; this *h* is frequently as hard as *ch* in loch.

Y as in English at the commencement, and as *ey* in the middle of syllables.

Before words beginning with t, th, g, d, dth, r, z, s, sh, and n, the *l* of the article el is ellipsed, and the *e* alone pronounced; thus, el shemál, reads e' shemál, the left.

ROUTE TO THE PYRAMIDS, BY OLD CAIRO, RHODA, AND DJEESA.

This excursion is always made on donkeys, the owners of which act as running footmen, and take charge of them as often as the traveller wishes to dismount. Previous to starting from Cairo the traveller should provide himself with a supply of water, a bottle or two of wine, some wax candles, a lantern, some warm bed coverings, and a sufficient stock of cold provisions to last for two days.

Mr. Hill keeps a large tent pitched, for the conve-

nience of travellers, close to the pyramids, where they can dine, and a very tolerable sleeping apartment may be found in one of the large tombs opposite. Substitutes for bedsteads, in the shape of large wooden frames, are also provided on the spot. It may be as well to get one of the Arabs to mount guard over you during the night, which he will be very happy to do for a trifling present; this will secure you from being victimized by any of his numerous brethren.

With these few observations, I shall now suppose the traveller en route.

Quitting Cairo by the Gate of Boulac and traversing a succession of beautiful gardens, in half a league the traveller reaches Masrel-Atteek, (Old Cairo,) which is supposed to occupy the site of the Egyptian Babylon, built by the followers of Cambyses, and named after their own metropolis. It is situated on the border of the great canal that separates the island of Rhoda from the continent. A considerable portion of the town is taken up with gardens, plantations of palm trees, and vine arbours. The aqueduct just outside the town is worth noticing, as also is the water-house, formerly a Saracenic palace. It is worked by wheels, garnished with earthern pots, kept in motion by oxen, and furnishes the aqueduct with water.

Joseph's Granary, a large building where the corn is deposited which is paid as a tax to the Grand Signior, is also of Saracenic origin.

The site of the house where Joseph and Mary with the infant Jesus dwelt, while in Egypt, is likewise pointed out.

Opposite to Old Cairo is the island of Rhoda, where the Pacha has some beautiful gardens, considered to be

the finest in Egypt, which the traveller should make a point of visiting as well as the Nilometer.

Rhoda is celebrated, in Sacred History, as being the spot where the daughter of Pharaoh found the infant Moses floating in his cradle of rushes.

Upon the arrival of the traveller at Djeesa, on the opposite side of the Nile, from which place the pyramids take their name, he should profit by the opportunity of visiting one of the ovens for hatching chickens, which may be seen at this village.

OVENS FOR HATCHING CHICKENS AT DJEESA.

The building in which this process is performed, is called in Lower Egypt Ma 'amal el-fira 'kh, and in Upper Egypt Ma 'amal el furroo'g; in the former there are about a hundred, and in the latter division of the country about half that number. The entrance is by a passage so low that the traveller is obliged to crawl on hands and knees to obtain admittance. This leads into a small vaulted chamber, on one side of which are the ovens. According to the account I received at the time, the eggs remain seventeen days, and on the eighteenth day they quit their shells; out of two thousand eggs the manager always calculates on one thousand chickens. The general heat maintained during the process is from 100° to 104° of Fahrenheit. Both the fowls and eggs are very inferior to those produced in our own country, with respect to size and flavour.

The following statement is from one of the Egyptian papers, published by order of the government:—

	Lower Egypt.	Upper Egypt.
Number of establishments for the hatching of fowls' eggs in the present year.	105.	59.
Number of eggs used	19,325,600	6,878,900
Number spoiled	6,255,867	2,529,660
Number hatched	13,069,733	4,349,240

The pyramids are four miles distant from the village of Djeesa. The route lies over a rich and fertile country until the traveller reaches the Desert, on the extreme verge of which they are situated.

THE PYRAMIDS OF DJEESA

Are four in number, viz., that of Cheops, the largest. Cephrenes, Mycerinus, and Philista. Besides these four large pyramids, there are tumuli without number, of the same shape, and the ruins of numerous edifices and mausoleums which, when viewed from the summit of the great pyramid, appear like tomb-stones around a church. Not far from the Sphinx are the remains of a building, which, from its stupendous size, was most probably used as a temple; the stones of which it is composed are of still more gigantic dimensions than those of which even the pyramids themselves have been built. This enormous necropolis appears to have been formerly surrounded by high walls, the traces of which may still be seen. I am not aware that any author has ever mentioned this. Could the exact area, which they once inclosed, be perfectly traced, it might probably afford some clue to the long disputed point of the site of Memphis.

THE PYRAMID OF CHEOPS,

The largest of the four, is a square of 746 feet, and its perpendicular height is 461 feet, being 24 feet higher than St. Peter's at Rome, and 117 feet higher than St. Paul's at London*.

* To assist the mind to form a just idea of the immensity of the mass, let us take the great chamber of the sarcophagus, whose dimensions (it being about 35½ feet long, 17¼ broad, and 18¾ high) are those of a tolerably large sized drawing room; which, as the solid contents of the Pyramid are found to exceed 85,000,000 cubic feet, forms nearly $\frac{1}{7\frac{1}{2}0\frac{1}{2}}$ part of the whole; so that after leaving the con-

ASCENT OF THE GREAT PYRAMID.

The ascent is neither dangerous nor difficult, and occupies from a quarter of an hour to twenty minutes.

Nolens volens, two Arabs accompany you on either side, owing to an order from the Pacha, in consequence of an Englishman having broken his neck, some few years back, in descending from it.

There are 206 layers of stones, the average height of which are from two to three feet. Towards the centre the steps are much broken, but at the angles they are perfectly entire,—these are so disposed that they form a series of steps, which the most timid person can mount, if he chooses, without any risk of danger.

The quantity of stone used in the construction of this single pyramid, is estimated at six millions of tons, and a hundred thousand men are said to have been employed in raising it. The four angles correspond to the four points of the compass. The summit comprises an area of about 30 feet square, and is so covered with inscriptions that it is a matter of great difficulty for the traveller to find a place for his name without destroying that of some previous visitor.

The prospect from the summit has something in it so solemn, dreary, and deathlike, that no one can view it with indifference. On one side, the fearful and far spreading Desert,—a not unfit emblem of the stillness of the grave,—its wild and dreary hills of rocks and sand; their

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tents of every second chamber solid, by way of separation, there might be three thousand seven hundred chambers, each equal in size to the sarcophagus chamber, within the Pyramid of Cheops; "Lincoln's Inn Fields, (the area of which corresponds to the base of the pyramid,) wholly filled up with an edifice higher by a third than St. Paul's, may give some idea of its vast dimensions."—Quart. Rev. vol. xix. p. 401.

surface broken only by the tracks of the different caravans, many of which have perished in its boundless wastes. While, on the other hand, as if to compensate for its terrors, the eternal beneficent Nile winding as far as the eye can reach into Upper Egypt, amidst fields of corn and pasture, with here and there its towns and villages, encircled with groves of the palm and sycamore, might, under a better state of things, present a lively picture of Peace by Plenty's side. In the distance may be seen the domes and mosques of Cairo, and its long range of streets and squares encircled in groves and gardens, with the dreary range of Mokattam rising behind. To the south, the Pyramids of Sakkara, and to the east of these, smaller monuments of the same kind. Towards the south-east is the gigantic statue of the Sphinx, while immediately below are a countless range of tumuli and ruins, rising above which are the three other smaller pyramids.

INTERIOR OF THE GREAT PYRAMID.

The entrance is on the north side, and lies buried in stones and rubbish up to the sixteenth step. After climbing over these, a small narrow passage is gained, about three feet and a half square, lined throughout with polished granite, descending into the interior at an angle of 27°. Instead of following the passage as far as it has been excavated, the traveller turns to the right, till he comes to a steep ascent, nearly perpendicular, where a false entrance has been made; scrambling up this with the assistance of his Arab guides, he again finds himself in the natural passage, which is about five feet high and a hundred feet long, forming a continual ascent till he reaches a sort of landing place, in a small recess of which is the entrance to the well mentioned by Pliny.

Proceeding straight forward along a low narrow passage, he reaches the queen's chamber. Immediately above this, and connected by an inclined plane a hundred and twenty feet in length, is the king's chamber, which is thirty-seven feet three inches by seventeen feet two inches, and about twenty feet high. Like all the passages, this room is lined throughout with polished granite. At the end of the room is a large marble sarcophagus without a lid.

Immediately above the king's chamber are three smaller ones, which are reached by means of a ladder; they were discovered by Colonel Vyse in 1838, and have the names of Nelson, Wellington, and Campbell painted on the walls, which are coated with granite but without hieroglyphics. According to the Colonel's opinion, they were constructed for the sole purpose of lessening the superincumbent weight on the king's chamber; but doubtless in a pile of such enormous solid contents as this pyramid, hundreds of other chambers are yet to be discovered, in some of which—probably those most carefully concealed —we may hope to find a clue to the mysterious worship of the ancient Egyptians. The traveller should make a point of visiting these chambers, as well as Davidson's; the latter I could not see, as the Arabs had previously taken away the ladder.

THE WELL.

The next object of interest is the well referred to by Pliny as being eighty-six cubits in depth. The descent is commenced by a shaft twenty-two feet in depth; eight feet from the first shaft, a second descends perpendicularly to the depth of five feet, and at four feet ten inches from this, is the third shaft. After descending some little distance a grotto is reached, about fourteen feet by four or five, just high enough to stand upright in; from this point

the shaft is sloping. The total depth of the three shafts is 155 feet, thirty more than the measurement of Pliny. At the bottom of the well is a doorway to the left, which leads into the main passage. The traveller has now the choice of quitting the pyramid as he entered, or of still further exploring. The passage at the bottom of the well continues to the distance of twenty-three feet beyond it, in the same angle of inclination; it then becomes narrower, and takes a horizontal direction for about twenty-eight feet further, when it opens into a spacious chamber immediately under the central point of the pyramid. It is about sixty-six feet long by twenty-seven broad, with a flat roof, and when first discovered by M. Caviglia, was nearly filled up with stones and rubbish.

The platform of the floor, dug out of the rock, is irregular, nearly one half of the length from the entrance end being level, and about fifteen feet from the ceiling; while in the middle it descends five feet lower, leaving a hollow space, which bears the appearance of the commencement of a well. From hence it rises to the western end, so that at this extremity there is scarcely room between the floor and the ceiling to stand upright, the whole chamber having the appearance of an unfinished excavation.

On the south side of this unfinished chamber is an excavated passage quite wide and high enough for a man to creep along on his hands and knees, continuing horizontally in the rock for fifty-five feet, where it abruptly terminates. Another passage at the east end of the chamber commences with a kind of arch, and runs about forty feet into the solid body of the pyramid. The chamber of its royal founder has never yet been discovered. According to Herodotus, it is situated in an island in the centre of the pile, and the water which protects it is supplied by

a canal from the Nile. If this account is correct, this chamber and island must be more than thirty feet below the base of the pyramid, and must have been excavated out of the solid rock to a considerable depth.

THE PYRAMID OF CEPHRENES.

This pyramid stands upon a rather higher elevation than that of Cheops, it is built of the same stone and joined by the same cement. It is very difficult to ascend, owing to a part of its coating still remaining a fourth of the way down. Many travellers have, however, gained its summit. Its base is 684 feet, its height 456 feet.

Herodotus has stated that this pyramid had no chambers, but they appear to have been well known to the Saracens, if not to the Greeks and Romans, when possessors of this country.

They were unknown to modern travellers till the 28th of March 1816, when Belzoni, after immense labour, discovered the right entrance. This passage is four feet wide, three feet six inches high, and descending towards the centre for 104 feet five inches, at an angle of 26°. This passage, like those in the Pyramid of Cheops, is lined with large blocks of polished granite. After passing the point at which the granite portcullis formerlystopped curiosity*, a passage similar to the first is reached, and at the end of this is a perpendicular shaft of fifteen feet, which leads into another passage descending at an angle of 26° towards the north; the traveller now ascends an inclined plane, to a horizontal passage conducting to the central chamber, which is about forty-six feet three inches by sixteen feet three inches, and twenty-three feet and a

* This obstacle was removed by Colonel Vyse in 1838, and the passage is now cleared to its full height.

half high. It is cut out of the solid rock from the floor to the roof.

Another passage with a descent of 26° towards the west, leads to a similar chamber, thirty-two feet by nine feet nine inches, and eight feet and a half long.

No other chambers up to the present time have been discovered.

THE PYRAMID OF MYCERINUS

Is 162 feet high, and at the line of its base is 280 feet. It was formerly coated with red granite, large masses of which lie piled up in heaps around it.

THE PYRAMID OF PHILISTA, OR FOURTH GREAT PYRAMID,

Is nearly in the same line as the others, but a little more to the west. It is one hundred feet smaller than the third; and is likewise without coating. The summit is terminated by a single stone of great magnitude, which seems to have served as a pedestal.

Neither this pyramid nor that of Mycerinus have yet been explored by modern travellers, though it is more than probable they were both opened by the Saracens.

THE SPHINX.

This stupendous statue is cut out of the solid rock, just in front of the Pyramid of Cephrenes, with which it communicates by a subterranean passage*; the interior of it is excavated into a temple. Notwithstanding the great labours of Caviglia and Col. Vyse, it is now so

* Aaron Hill (about a hundred and fifty years ago) found his way under ground from one of the galleries of this pyramid into the interior of the Sphinx. See Aaron Hill, as quoted by Madden, vol. i. page 356.

covered with sand that it is difficult to realize the bulk of this gigantic monument. Its head, shoulders, neck, and breasts, are still uncovered; its face though worn and broken, is mild and benignant, and the lips have something pleasing in the expression. The features are decidedly Nubian. It is supposed by some that this figure is allegorical, and connected in some way or other with the worship of the sun; or it might be an astronomical symbol of the sun's passing out of Leo into Virgo, during which time the Nile continues to rise.

Besides the pyramids there are a number of ruined edifices, tumuli, &c., and an immense range of catacombs excavated out of the solid rock. In many of these the walls are covered with stucco and ornamented with paintings descriptive of the manners and customs of ancient Egypt. In many of the chambers the colours still retain all their original freshness.

CAMPBELL'S TOMB.

Before the traveller quits the pyramids he should make a point of visiting Campbell's tomb, so called after our Consul General, who was present at the discovery of it. Few persons have had an opportunity of seeing this interesting excavation. The descent is on one of the sides by a rope ladder; this leads into a range of galleries which are connected with the interior by a deep shaft. In the central chamber have been discovered two beautiful sarcophagi, one of which has been removed. It has been supposed that this spacious area formed the foundation and ground work of a fifth large pyramid, the building of which was never carried into execution. Many of its subterranean passages still remain to be explored.

JOURNEY ACROSS THE DESERT,

FROM GRAND-CAIRO TO SUEZ.

THE journey of eighty-four miles across the Desert, from Cairo to Suez, is now accomplished with so much ease and comfort, that but little requires to be said in recommending it to the traveller who prefers this route to India to the long and tedious passage by sea, round the Cape of Good Hope.

Although the dreary waste still exists, all the terrors of the Desert have now passed away. Thanks to the Bombay Steam Company, houses at different intervals have been erected as resting places along the whole line, where the traveller may find liquids to slake his thirst, and in three of them divans for his repose; they are generally distant from each other from ten to twelve miles. At stations, No. 2, 4, and 6, beds and food can be found; 1, 3, 5, and 7, are principally used as stables for horses. There are no wells near them, and the water used is conveyed from the Nile.

There are three modes of performing the journey across the Desert. 1st. In from sixteen to twenty-four hours, by the small spring carts, called sometimes omnibuses; for a place in which, and for a camel sent with the passenger's baggage, the sum of £6 is paid before starting, to Mr. Hill, (the proprietor of the hotels at Cairo, Suez and Alexandria,) who has the management of the stations and omnibuses. 2d. By donkey litters, or donkeys, for each of which about sixteen shillings are paid. These animals are capable of great fatigue, and perform the journey with ease in from thirty to fifty hours. And lastly, by light camels, which will perform the journey in from twenty to thirty hours, and cost from

eight to ten shillings each. All persons who proceed by the two latter modes, and who intend to make use of the station houses, are required before their departure from Cairo to pay £1 to Mr. Hill for the maintenance of these useful places.

Both Mr. Hill and Mr. Waghorn have hotels at Suez; the former generally accompanies the Indian caravan across the Desert, and is in every respect worthy of the encouragement of the public.

The fare by the steam-boat from Suez to Bombay is £80; but, if the cabin berths are all engaged, the surplus passengers are allowed to sleep on deck, and to have the other accommodations, on payment of £60.

N.B. All travellers must provide their own beds, owing to some absurd regulations on the Bombay side.

Passage-money in the steam-vessel from Suez or Cosseir to Bombay:—

	Cabin. Rupees.	Deck. Rupees.
Ladies or gentlemen, each . . .	800	600
Children above ten years of age	400	
Ditto ditto five ditto . .	300	
Ditto under five ditto . .	200	
European servants	100	
Native ditto	50	

The lower class of Europeans are not taken as servants, unless doing actual duty as such for a passenger on board.

There are (at present) no steamers from Suez during the S.W. monsoon; but passages in sailing vessels, leaving Mocha twice a-week on the average, can be procured at about half the price demanded in the steam-packets. These, however, it may be as well to observe, are totally unprovided with any requisites for the voyage, in the way of berths, provisions, &c.

CIRCULAR LETTER.

" English Hotel, Cairo.

" Mr. R. Hill tenders his grateful acknowledgments for the liberal patronage he has enjoyed since establishing an hotel for the accommodation of travellers to and from India; and he now begs to announce that he has completed the extension of his establishment, which is situated in the most convenient, airy, and healthy part of Cairo, having fitted the same up in the most commodious way for the accommodation of travellers, with private suites of apartments for families. He trusts by assiduity and strict attention to merit a continuance of his past success. He begs further to inform those who may wish to secure accommodation and comfort in the Desert, that by a remittance* or order for the payment of the same, he will be most happy to receive their commands for the supply of tents, chairs, camels, asses, beds, saddles, water skins, and any provisions that may be required. Also boats provided, cleaned, and fitted up in the most commodious way for those who may prefer the route by Cosseir and the Nile. The following may assist the traveller in his calculations:—

The use of a tent costs from	30 to 80 piastres.
Chairs with awnings	30 piastres.
The use of camels or dromedaries, from	27 to 50 piastres each.
Asses from	60 to 90 each.

And nothing per day for detention, independent of camel hire, for the conveyance of water for the donkeys; one camel being sufficient for four asses.

" Boats cost from 800 to 3000, according to the de-

* This of course is only addressed to persons coming from India over-land to England.

scription of the accommodations required, and the desire of expedition."

A camel will carry from two to three cwt.

Letter from Colonel Campbell, the British Consul in Egypt, to the Secretary of the Bombay Steam Navigation Committee:—

"Alexandria, 9th May, 1838.

"You are aware by my previous letters that I had submitted to the Pacha, in writing, your request relative to the construction of buildings for the accommodation of passengers across the Desert, between Suez and Cairo; and also the demand which I have made for additional boats for the accommodation of our Indian passengers on the Nile, as the demand for boats had, in consequence of the great influx of English travellers and passengers, increased beyond the means of supply, and to the great inconvenience of passengers from the want of the means of conveyance.

"In regard to the boats, I shall endeavour to induce some of the British here and in Cairo, to build some on speculation, but perhaps it is worthy of consideration, if the Bombay steam fund might not think it advisable to have some boats built here at their own expense, and which, I think, would soon be repaid by the hire paid for them by travellers, and the boats might be put under the charge and agency of Mr. Walne, the packet agent at Cairo. In the mean time, I am happy to say, that I have this day received a despatch from the Court of Directors, dated the 11th of April, in which it is said that I am to be provided by the Court with an iron steamboat, and an iron flat, to be employed on the Nile for the purpose of expediting the conveyance of coals and mails, and with an iron track-boat for carrying the coal along

the canal, at those periods of the year when the Rosetta branch of the river is not passable."

Extract from the Despatch.

"These boats are to be placed entirely under your management, as the company's agent in Egypt, and you will of course avail yourself of the best assistance within your reach, regulating your expenses by a due regard to economy, combined with the efficient performance of the service, for which the Court now proposes to supply you with the means. You will have their authority to afford conveyance, at a reasonable remuneration for passengers and their baggage on the Nile, provided the public service be not impeded or delayed by being so employed. In regard to the buildings in the Desert, you will see that the Viceroy has agreed to their erection, under certain conditions, which appear to me to be very reasonable.

"I shall therefore send a copy of Boghos Bey's letters to Mr. Hill, in order that he may proceed with the buildings in conformity to the instructions which you have given him, and I request that you will be kind enough to write to myself and to Mr. Hill such observations as you may have to make, or such further course as you may wish to be pursued. Pray communicate this to the Bombay steam fund committee, and both you and they may be assured that I shall do all in my power to forward your and their wishes and desires on this subject, and that I shall be happy to facilitate, by every means in my power, every thing which can contribute to facilitate the comfort and conveyance of passengers to and fro between Europe and India.

(Signed) "PAT. CAMPBELL."

BOGHOS BEY'S LETTER.—(TRANSLATION.)

"Alexandria, 7th May, 1838.—The undersigned has the honour to inform Colonel Campbell, agent and consul general of her Britannic Majesty in Egypt and its dependencies, that his highness the viceroy having taken into mature consideration his notes of the 4th and 6th of March last, having for their object to facilitate the transit of passengers from India through Egypt, has decided as follows:—The agency formed by the British consulate shall be permitted to construct thirty boats, either dahabies or kandjis, under the following express conditions:

"The reis who may command them shall be declared and recognised as the sole proprietors, and shall receive in their own names a teskeret of safe conduct, permitting them the free passage of the Mahmudieh Canal, and on the Nile, from Atfeh or Cairo, and as far as Assouan.

"These boats shall all be painted and numbered in an uniform manner, that they may be the more easily recognised; they shall be destined exclusively for the use of passengers, with their effects, the conveyance of merchandize, of whatever nature, being strictly prohibited.

"The agency or company who shall have the chief direction of this service, shall be responsible for offences of the reis or crew of the above named boats, so far as the value of property is concerned; but the individuals who shall belong to them, whether boatmen or reis, without exception, shall be placed at the disposal of the local authorities, to undergo such penalties as they may have incurred, and shall never again be permitted to return to the same service.

"Each boat shall hoist the English flag from the moment of its sailing with passengers on board, until their debarkation.

" His highness the viceroy has also acknowledged that the journey through the Desert from Cairo to Suez might be abridged, and its privations mitigated; and being desirous of applying a remedy thereto, he will make a free grant for ten years, in favour of the individual who shall build, at his own expense, or by subscription, and according to the plans submitted:

" 1st. An inn, half way between Cairo and Suez, for travellers.

" 2nd. Two stables for horses and mules; relays situated at equal distances from the inn, the one on the Cairo side, the other on that of Suez.

" This grant shall be considered void at the expiration of the ten years, unless the British agent and consul general should desire its continuation on the same grounds as it is now required, whether in favour of the first contractor, or of any other individual. In the event of its happening that this grant should expire without being renewed, or that it should become useless for the proposed object before the expiration of the ten years, the contractor of these buildings shall be allowed six months to carry off the materials, and should he not do so within this interval, he shall then be understood to have renounced his claim to them, and shall not thereafter be allowed to renew it.

" The undersigned profits by this opportunity to offer anew to Colonel Campbell, the homage of his highest consideration.

(Signed) " Boghos Bey."

True Copy.

(Signed) Pat. Campbell.

True translation.

C. B. Skinner, Acting Secretary.

COSSEIR AND SUEZ.

The voyage by steam from Cosseir (Kossáyr) to Suez (Sooez) is usually made in about two days.

Although the route is good from Suez to Cairo, and there is no great difficulty in obtaining supplies of water, yet there remains one great objection to its being the port of embarkation, arising from the danger of the passage up the narrow part of the gulf, or that part of the Red Sea to the north of Ras Mohammed, which is not at all times safe and feasible even for a steam-boat; the delays also occasioned by the north-west wind, render it highly desirable that some method should be adopted for avoiding this portion of the gulf. The position of Cosseir effectually remedies this inconvenience, and it is in other respects equally eligible with that of Suez. The additional dangers of the reefs in the northern parts of the Red Sea, and the expense and trouble of having another deposit of coal at Suez, are also avoided. The distance from Cosseir to the Nile, at Gennah, by the road, is about 119 miles, or to Koptos, only 108; so that if we ever have—and it seems very probable we shall have—a steamer on the Nile, the saving in point of time, between going by Suez or Cosseir, will be very immaterial.

The distance on the Nile, from Koptos to Boulac, is 478 miles, and thence to El Rashéed, (Rosetta,) 154 miles, or to Alexandria, (by the Nile and the canal,) 185 miles.

The distance from Cosseir to Suez by the Red Sea, is 270 miles.

PREPARATIONS FOR STARTING FOR UPPER EGYPT.

BOATS, HINTS TO TRAVELLERS, AND PROVISIONS FOR THE TRIP.

A comfortable boat, (a Kandjia *,) capable of accommodating two persons and their servants, properly fitted up with all the necessaries for the trip, will cost from five hundred to two thousand piastres per month, according to its size and the number of men employed in navigating it; Count L. and myself paid thirteen hundred for ours; and it was considered at the time a very reasonable price †.

PROVISIONS AND SUNDRIES.

Besides the numerous items mentioned in a former part of this work, as necessary for the comfort of the traveller, he should provide himself with at least a two months' stock of tea, cóffee, sugar, flour, rice, dried apricots, almond paste or charcoal for purifying the water,

* A Kandjia is a decked boat, with two masts and triangular sails, of which the foremost is much smaller than the other. There are two cabins upon deck: one about seven feet by twelve, in which you live, the other of smaller dimensions for containing provisions; several small windows, with sliding shutters, but without glass, afford a prospect of the river and country on both sides, and let in the cool air. The servants sleep outside the door, under a canvass awning, where you generally pass the greater part of the day; the boatmen with their captain occupy the fore part of the Kandjia, where they sit, cook their victuals, and sleep; the steersman is perched aloft on your after cabin; the crew, besides the reis or captain, are from six to fourteen in number. This is the smallest description of boat you can make the voyage in with comfort and safety.

† Mr. Hill generally provides boats, see his advertisement, page 158.

wine, brandy, ale, salt, pepper, mustard, sauces, cheese, potatoes, oranges, lemons, a sufficient stock of bread, baked at Cairo, to last as long as good, and if intending to pass the Cataracts, where bread is difficult to be met with, a tolerable supply of biscuits. A hencoop and an iron rat-trap are also likely to do good service.

LIBRARY FOR THE VOYAGE.

Herodotus, Champollion's Letters, Wilkinson's Thebes, St. John's Egypt, Madden's Egypt, Richardson's Travels, the Modern Traveller, and Colonel Leake's Map, should be among the number. These are decidedly the most useful and interesting works on Egypt.

Previous to leaving Cairo, it will be as well to have your boat washed, thoroughly cleaned, and well sprinkled with chloride of lime; and, if time will admit, to have it sunk under water for a few days: this latter treatment is the only effectual means of getting rid of the snakes, rats, and other vermin with which these boats are always infested.

A written agreement in Arabic must be made with the reis, and signed by him before witnesses.

A Firman for travelling in Upper Egypt, &c., must also be obtained through the consul general, when at the same time the boat will be chartered and the reis, in some measure, responsible for your safety.

Before starting, see that the cords for towing the boat against the stream, are sufficiently stout, and in good order, as they very often snap and occasion delays, if not serious inconvenience. A few extra ropes may be of service.

Never allow the reis, under any circumstance, to tie the sails; almost all the accidents that happen on the Nile, originate in this careless habit of the boatmen.

The traveller should be extremely temperate in his

living; the same quantity of animal food that might be necessary in England with a temperature at 56°, is prejudicial in Egypt, with a temperature of 100° of Fahrenheit in the shade.

Rice with poultry or game made into piláw is better than beef, mutton, or pork, which are of an inferior quality and difficult to digest. For the same reason, eggs should be looked upon with suspicion.

It is not safe to indulge in the cold bath, at all events when the temperature is above 70°, but after a fatiguing journey, the vapour bath may be beneficially used, and can be had in every town.

In the Desert the traveller will often find the water either putrid or saline; powdered charcoal will correct the one, and a few drops of sulphuric acid the other.

It is desirable, as far as possible, to avoid exposure to the noon-day sun or the morning and evening dews; when unavoidable, as in travelling in the Desert, the head and loins should be kept well covered; or disorders will probably ensue in the form of dysentery, ophthalmia, ague, and fever; complaints which are generally caused, in the first instance, by checked perspiration.

COMMENCEMENT OF THE VOYAGE TO UPPER EGYPT.

The traveller having prepared himself with all the requisites for the voyage, I shall now suppose him comfortably seated in his Kandjia, with his books and maps before him, on his way for Thebes and Upper Egypt.

THE VOYAGE TO UPPER EGYPT.

After passing Djeseh, the pyramids of which I have already described, the first object of interest is the village of El Massura, to the east of which are the vast stone quarries from which it is supposed the pyramids were built; and which only yield in size to those of

Hajjar Silsilis, in the Said. Many of the areas from whence the stone has been quarried, are as large as the greatest of our squares; in other places, immense chambers have been excavated, supported by pillars of a corresponding height and thickness. Asses may be always hired to visit these, and other places of interest, all the way up the Nile.

On the west bank, a little further on, is Abousir, a small miserable village, situated upon the edge of the Desert; here are three large pyramids and many tumuli. Near Abousir is the famous catacomb of birds, which the traveller should visit *; the entrance is by a pit 22 feet deep, at the bottom of which is a horizontal passage, about 60 feet in length, nearly choked up with sand, dirt, and broken jars, along which the traveller will be obliged to creep on his hands and knees; but after turning to the right, the passage becomes high enough to allow of his walking erect; and on each side are large rooms in which are deposited the jars containing the sacred birds.

One league from Saccara, on the same side of the river, is the large village of Metraheny, supposed to occupy the site of the ancient Memphis.

On the opposite side of the river, nearly facing Abousir, is the village of Toura, the ancient Troja, founded by a colony of Trojans from Asia Minor.

The whole of the rocky flat between Abousir and Dashour is covered with pyramids, the greater proportion of which are small, and probably contain nothing to repay the trouble of exploring them. Among the most re-

* It is well to take a pocket lantern and some lucifers on this expedition, in case of accidents.

markable are the great pyramid* of Saccara and the brick pyramid of Asyches†.

The false pyramid near Meduun, where they terminate, is the most southern of them all.

A full and excellent description of these, the traveller will find in Dr. Richardson's valuable work.—See also the Modern Traveller (Egypt).

Some time after passing Dashour, the Nile is divided by seven small islands, which being considerably elevated above the stream, and covered with high reeds and other aquatic plants, present a singular appearance. Near these islands is the village of Essoof, (east bank,) to the west of which are the supposed ruins of Ailabechis. El Wuddi, the Wodan of Bruce, stands opposite the third of these isles, close to the river; and a few hundred yards to the north of it, but further inland, is the village of Iksoor situated in a noble grove of date trees; it is inhabited by a tribe of Bedouins, who appear to be stationary. Here are some remains of ancient arches, nearly buried in the ground, with some pillars and capitals in the Saracenic style. There is a tolerable cross road from this place to El Wuddi.

After passing El Wuddi the traveller reaches Atfieh, the ancient Aphroditopolis; it is still a considerable town,

* In one of the chambers a number of hieroglyphics have been discovered, besides very distinct traces of the masonic arch, proving its existence in Egypt before the reign of Augustus. Near it is another large pyramid, which contains several chambers perfectly accessible. The granite with which they were lined, as well as that in the passages, has been torn up and broken in many places by the Arabs in search of treasure.

† The bricks of this pyramid are sun dried and remarkably fresh, they resemble those made in Egypt in the present day.—See Herodotus.

though, from the absence of any antiquities, but little visited by travellers. Maimoun, Beni-Ali, and Zeiton, on the western side of the river, are the only towns the traveller passes until he reaches

BENI SOUEF,

the capital of the district, and the most considerable place in Upper Egypt; the country all around it is very fertile, well cultivated, and considered one of the richest and most extensive corn tracts in Egypt. Beni Souef contains several handsome mosques and public buildings, a large and well furnished bazaar, and a weekly market every Tuesday. The streets are narrow, unpaved, and abounding with filth; the houses are built of mud or unburnt bricks, and surmounted by large white dove-cotes, which may also be observed in most of the towns and villages up to the first cataract *; its distance from Cairo is 78 miles.

Travellers who purpose visiting Medinet el Fayoum and the lake Mœris, leave their boats at Beni Souef and make the excursion on asses. Those who do so should not forget to take their guns, as there are plenty of wild fowl and other birds to be met with on this excursion.

If the traveller have a tender skin, let him not attempt sleeping in Arab quarters, which swarm with every description of reptile and insect, but rather trust to the shelter of his own tent and carpet.

* The Arabs seldom, if ever, eat the pigeon; they are kept entirely for the sake of their dung, with which they manure their gardens; the dung of all other animals they very carefully preserve for burning, and the soot serves to make sal-ammoniac. The Egyptians were the first people that discovered the art of making this salt. It is called Ammoniac from the temple of Ammon, in which vicinity it was found naturally formed.

The distance between Beni Souef and Medinet el Fayoum is about 24 miles, the greater part of the way lies over a fertile and highly cultivated country, occasionally enlivened by groves of palm and other fruit trees.

MEDINET EL FAYOUM,

The capital of the district of the same name, derives its chief celebrity from being built upon part of the site of the ancient Crocodilopolis, afterwards called Arsinoë, by Ptolemy Philadelphus, in honour of his sister. Nothing but vast mounds of rubbish and fragments of broken columns remain to point out the site of the ancient city. The modern town has a pleasing and picturesque appearance from a distance, though it differs in no respect, with regard to its interior, from the generality of Egyptian towns; it is divided into two parts by a branch of the Bahr Yousuf, crossed by five bridges. Its population has been on the decrease within these last few years; it is supposed to contain, at the present time, between five and six thousand inhabitants. Roses, for which it was always celebrated, and a great variety of fruit, are cultivated with success in its environs.

THE LAKE MÆRIS (BIRKET EL KEROUN).

Its appearance in the present day compared with the description of it by Herodotus.

The lake Mæris, now called the Birket el Keroun, has wonderfully decreased in size since the time of Herodotus; its greatest length from E.N.E. to W.S.W. does not at the present time exceed 33 miles, and its greatest breadth about six miles. The French engineers, during the period of their occupation of Egypt, judging from the appearance and nature of the soil, inferred that it was anciently twelve miles broad, sixty miles long, and

one hundred and eighty in circumference, which bears out the testimony of Herodotus. Belzoni and various other travellers have exerted themselves in vain to find out the site of the ancient labyrinth. Probably its ruins are hid by the accumulation of mud and soil which has been gradually filling up the lake, or it may be entirely submerged in common with the remains of other antiquities on the eastern side of the lake, which are nearly all under water.

Herodotus describes the labyrinth, built by the twelve kings, and the lake of Mæris, in the following words:

"CXLVIII. E. 11. (The kings) being desirous to leave a public monument of their reign, at the common charge, they built a labyrinth near the city of Crocodiles, a little above the lake of Mæris, which I saw, and found far surpassing the reports of fame. * * * * * * * * * * * For this building contains twelve courts inclosed with walls, and as many opposite doors; six opening to the north, and six to the south, near to one another, and the same outer wall extends around them. Fifteen hundred chambers are comprehended within the upper part of this edifice, and an equal number under ground; I went through and viewed every room of the upper part, and only report what I saw. But of the subterranean apartments I know nothing, save only from enquiry; for the Egyptians who kept the place, would by no means permit me to go in; because, said they, the sepulchres of the holy crocodiles, and of those kings that built the labyrinth are there * * * *. But the upper part, which I carefully viewed, seems to surpass the art of men, for the passages through the buildings, and the variety of windings, afforded me a thousand occasions of wonder as I passed from a hall to a chamber, and from the chamber to other buildings, and from chambers into halls. All the roofs

and walls within are of stone, but the walls are farther adorned with figures of sculpture. The halls are surrounded with pillars of white stone, very closely fitted, and at the angle where the labyrinth ends*, a pyramid is erected, forty fathoms in height, with large figures carved on it, and a subterraneous way leading to it.

"CXLIX. Nevertheless, though this labyrinth be such as I have described, yet the lake of Mœris, by which that monument stands, is more wonderful, containing the full measure of 3,600 stades, or sixty schœnes in circumference, (equal to 277 miles,) which is equal to the length of all the sea coast of Egypt; the figure of this lake is oblong, stretching to the north and south, and in the deepest parts has fifty fathom of water. But the two pyramids built about the middle of the lake, which raise their heads fifty fathoms above the surface of the water, and conceal as many underneath, shew undeniably that this work was performed by the hands of men; on each of these a statue of marble is placed, seated on a throne.

* In the midst of the ruins of Casr Caroun, (on the shores of the lake,) a large edifice rises up, of which there are several halls remaining, filled with trunks of columns; a portico half demolished encompasses it. One may distinguish staircases by which they mounted to different apartments; and others by which they descended into subterraneous passages; but what particularly attracts attention, is the view of several low, narrow, and very long cells, which seem to have had no other destination than to contain the bodies of the sacred crocodiles brought hither from Crocodilopolis, where they were fed by the priests, and honoured by a particular worship; these ruins, placed towards Lybia, at a league's distance from the Birket el Keroun, formerly lake Mœris, can only correspond with the labyrinth, for ancient authors assigned it this position, and point out no town on that side. See Strabo, Book XVII. p. 1165. Ptolemy IV., and Herod. II.

All these authors agree in placing the labyrinth beyond the city of Arsinoë, on the Lybian side, and on the banks of the lake Mœris. (Savary's Letters, No. 28.)

By which account, the pyramids are one hundred fathoms in height; . . . . . the fathom is a measure containing six feet, or four cubits: the foot comprehends four palms, and the cubit six.

"This lake is not fed by springs, for all those parts are excessively dry; but by waters derived through channels cut from the Nile, which flow into the lake six months of the year, and return to the river the other six. During all the six months of the river's retreat, the fishery yields a talent of silver every day to the king's treasury, and the rest of the time twenty minæ only."*

Though the circumference of this lake is less than the dimensions given by Herodotus and Pliny, it by no means shews that they were deceived in their calculations; considering the revolutions that have molested Egypt for a series of two thousand years, it might have undergone still greater changes. One of the Pharaohs, called Mæris, knowing perfectly the situation of the country, conceived one of the noblest designs ever projected, and had the glory of carrying it into execution. He determined to change a hollow, covered with barren sand, into a useful lake. After some thousands of men had cleared out and dug the soil in several places, he drew a canal of forty leagues in length, and 300 feet wide, for the purpose of conducting thither the waters of the Nile. This great canal, which still subsists entire at this day, is known by the name of the Bahr Joseph. There were two other canals, with sluices at their mouths, which were kept closed during the increase of the Nile, and then the waters conveyed by the canal of Joseph were collected into the lake Mæris. During the six

* One talent of silver equals £225; twenty minæ, £75; producing a yearly revenue of £54,000.

months that the Nile was on the decline, these sluices were opened, and a surface of water of about 80 leagues in circumference, and thirty feet higher than the ordinary level of the river, formed a second inundation, to be directed at pleasure.

This work united every advantage; it supplied the deficiency of water in years of moderate inundation, by retaining those waters which would have been expended in the sea. It was still more beneficial in times of too great inundation, by receiving that superfluity of water which would have prevented seed-time.

At present this lake has lost almost all its advantages; the canal of Joseph is choked up with mud; the depth of 300 feet must be exaggerated, but much less so than has been imagined; the bottom which it occupies is formed by the mountains, and is very low. The pyramids described by Herodotus no longer exist, it appears even that they existed not in the time of Augustus, since Strabo does not speak of them.

In our days we may remark, to the north of Birket el Keroun, a promontory, which doubtless was formerly an island; it is terminated by a rock covered with ruins; this was, perhaps, the foundation of these Mausolea.—(Savary's Letters, No. 28.)

The quantity of fish now caught in the lake Mœris is very great, and supplies the markets of the Fayoum with abundance and variety of the finest kind.

The lake fishing, like that of the canals, is farmed by the government to some rich inhabitants of the district, who are usually Copt Christians.—(Wilkinson's Manners and Customs, &c.)

Opposite Beni-Souef is Beyjadie, inhabited by Christians, who, to the disgrace of their profession, are little better than highwaymen. Near Beyjadie, is a break in

the Arabian chain, which forms the Valley of Arba, terminated by Djebel Kolson—here are the grottoes of the Cœnobite Patriarchs, St. Anthony and St. Paul—above these grottoes are the remains of two monasteries, from the top of which Mount Sinai may be seen.

Between Beni Sooef and Minyeh are the following villages: Beni Amrous, Halabieh, Malakhah, Baranga, and Beni Maadi, which last place is celebrated for its turkeys. In the island of Bibbé there is a small village almost hid from view in a grove of trees; a little below Bibbé, the Arabian mountains almost project their base into the stream. Further up are Schment-Arab, Feshn, anciently Fenchi, Shëikh Embarak, and Mattäi; in all of these villages, as well as several others which I have not enumerated, the chief employment of the inhabitants is spinning wool and cotton. Nearly opposite to Mattäi is Nesle Sheikh Hassan; it contains some curious rock temples.

The island of Surarieh, and its town of Kolokosaneh, contain coffee-houses and almè of the most dissolute character.

After passing Semelud, a large town, thickly populated, with a handsome mosque and date grove, the boat approaches Gebel el Teir, (mountain of the birds,) almost overhanging the Nile. In the face of the cliffs are numerous catacombs; the village of Gebel el Teir is situated in a narrow valley, between rugged cliffs.

At Teheneh (site of Achoris) may be seen a Saracenic archway, several Roman ruins, and fragments of Egyptian columns, a statue of Isis, half buried in rubbish, catacombs, inscriptions, &c., &c. In the perpendicular face of the mountain, 200 feet above the plain, there is a small chapel worth visiting, also a necropolis, &c., &c.

In this part of Egypt much charcoal is manufactured

from the wood of the acacia, which is here found in great abundance. In the woods and large groves of palm and acacia, extensive rookeries are often met with, reminding the traveller of the home and friends who are far, far away.

A little farther up the river are the ruins of Oxyrinchus, once the capital of a fertile district; its modern representative is the wretched little village Behnesch, which is every year decreasing in size owing to the encroachments of the sand of the Desert.

MINYEH,

The ancient Cynopolis, is a large and handsome town, with good streets and substantial houses—the temple of Anubis formerly stood here, there are no ruins to mark its site.

BENI HASSAN.

About three leagues higher up, on the Arabian side of the river, is the village of Beni Hassan, near which are some remarkable grottoes. (For a description of many interesting particulars regarding these grottoes, see Wilkinson's Manners and Customs of the ancient Egyptians.) Many of them are adorned with paintings, the colours of which are as vivid as if the work of yesterday. The best worth visiting of these grottoes is the most northern one. In one of its chambers is a zodiac, similar to those of Thebes and Lycopolis.

Eight miles to the south of Beni Hassan is the village of Sheikh Ababde, not far from whence are the ruins of

ANTINOË,

Founded by Hadrian, in honour of his favourite Antinous, who was drowned in the Nile. The Pacha has here pulled down many splendid monuments of antiquity

to make lime of; the remains of a magnificent triumphal arch, with the ruins of a theatre and three temples, may yet be seen.

AL RAIRAMOUN.

Nearly opposite to Ababde, on the western side, is the large village of Al Rairamoun, where the Pacha has a manufactory of sugar, which I should recommend the traveller to visit; the sugar is of an inferior quality, owing to its being refined with eggs instead of the usual process. The second quality sells for two piastres the pound; the best, which is seldom or ever called for, at seven piastres. In the environs of the town are large plantations of the sugar cane, which grows very luxuriantly.

OSHMUNEIN.

South-west of this place, a few miles further up, is Oshmunein, the ancient Hermopolis Magna; the decay of this town, once the capital of the province, may be dated from the building of Antinoë, by Hadrian. The remains of Hermopolis cover an area of nearly four miles in circumference.

About a league to the south of Oshmunein, and a mile and a half from the river, is the town of Mellawe, beautifully situated amidst corn-fields and orchards. A cheap thick cloth, called tzarbout, is manufactured here. At Deirout el Schereef, a little further south, the Bahr Yousef branches off from the Nile and runs along the foot of the Lybian chain, till it falls into the waters of Fayoum, at Ellahoun.

MANFALOOT.

Ten leagues further south, and a short distance from

the western shore, is the large town of Manfaloot, the see of a Coptic bishop. The surrounding country is very fertile, and abounds in all sort of fruits, even apples, which are not plentiful in other parts of Egypt. On the eastern side of the Nile, about two leagues from Manfaloot, is the village of Amabdie; near to it are some crocodile mummy pits, which would be worth visiting, were it not for the badness of the air in the interior. When Sir F. Henniker and Mr. Legh visited these pits, two of the Arabs who accompanied them as guides lost their lives owing to the foulness of the air, and the remainder of the party very nearly shared the same fate. (See Mr. Legh's account.) The Arabs have since this affair declined to accompany travellers, and are induced only by the promise of an extraordinary backshish to point out the road; but several travellers have nevertheless succeeded in exploring the interior, and with considerable success, for the mummies had not been so much disturbed by the Arabs as in other places; probably owing to the continual prevalence of a mephitic atmosphere, as above mentioned.

SIOUT,

The ancient Lycopolis, may now be considered as the capital of Upper Egypt. It is situated about a mile and a half from the western bank of the Nile, with hills rising behind it: an ancient canal, almost rivalling the Nile in size, and the last that is met with in Upper Egypt, washes their base, and after surrounding the city and the villages in the neighbourhood, descends again to the river. The town is reached by an elevated causeway across an arched bridge, built of brick. The streets are unpaved, narrow, and irregular: the houses are built of unburnt bricks, and differ in no respect from the gene-

rality of those to be met with on the Nile. During the inundation the whole intermediate country is overflowed, and boats of the largest size come to anchor under the walls of the city, at which period it communicates with the river by the artificial causeway, which particularly merits the attention of the traveller; it is supposed to be coeval with the Pyramids. A short distance before reaching the city, on the right, are the palace and gardens of Ibrahim Pacha, which are worth visiting. Just within the walls is the palace of the governor, a handsome building with a grove of palm-trees at the back of it. The population of this town is estimated at twenty-two thousand.

The ancient tombs, which the traveller should make a point of visiting, are about three quarters of a league distant from the city, in the mountain called Djebel el Kofferi—two hours' ride.

About eleven leagues further south are the villages of Eastern and Western Kau or Gau, supposed to occupy the site of Diospolis Parva.

The remains of the splendid temple of Antæopolis, on the right bank, have been sapped and carried away by the stream; a few stones only serve to point out its site.

The country on the left bank of the Nile now widens considerably, and shews a rich and cultivated plain. A league and a half above Kau, and about two miles from the western bank, is Taahta, a large village with several mosques; a league further on the same side is the village of Souama, where the province of Ikhmin begins—while Rejeyna, on the opposite side, marks the commencement of the Thebaid. Further up the river, at some distance on the same side, is the pretty town of Maraga, situated in a delightful plain, which produces the best wheat in all Egypt. After passing an island about a

league in length, the traveller sees Djebel Heredi, so called after the name of a Mahometan saint, whom the Arabs believe still to exist under the form of a large serpent, a relict probably of the ancient worship that the Egyptians paid to that reptile. In the neighbouring mountain are a number of sepulchral grottoes, and half way up it, is the cave of Saint Heredi. Some very fine crystals are found in this vicinity*. To the west of this is the white monastery (Deira Bow Schwoodie); it has very much the appearance of an Egyptian temple.

About five leagues to the south of Djebel Heredi the traveller reaches

IKHMIN,

The capital of the province of the same name, and one of the most ancient places in Egypt. The poultry bred here are of excellent quality, and very cheap. It is as well to take advantage of this and replenish the hen-coop. Fish are very abundant, particularly a large sort called the benny.

Ikhmin stands on the site of the ancient Panopolis; the soil is productive, but the climate is considered very unhealthy, owing to the stagnant waters not being drained. The neighbouring mountains are full of grottoes, some of which are worth visiting. Opposite Ikhmin is Moonshiet, supposed to occupy the site of the ancient Ptolemais Hermii, of which there are no vestiges but an old quay.

* Here the traveller notices for the first time the Thebaic palm-tree, or doum, which differs materially from the common palm. The trunk is forked, slender, and bent; the leaves dwarfish; the fruit thrown among them, brown and misshapen and irregularly clustered, like a root of potatoes; these nuts, steeped in water, give it the taste of common gingerbread.

About fifteen miles to the S.E. of Moonshiet, on the west bank, is Djirjeh, the former capital of Upper Egypt; it is quite a modern town, and contains nothing remarkable. Above Djirjeh is the province of Farshoot, where the greatest quantity of sugar is made. Crocodiles now begin to be frequently met with. The traveller should land at Djirjeh, and mounting a donkey visit the ancient Abydos, now called the Arabat Matfooner, and send his boat on to Bellianeh. Abydos is three hours' ride from Djirjeh, and two from Bellianeh.

ABYDOS*.

Abydos of Arabat Matfooner, according to Strabo, was the capital of the great Osymandyas, or Ismendes, who is supposed to have reigned 2276 B.C. The most remarkable monument is, what Strabo has described as a "Memnonium," a very singular building, consisting of several parallel arches or arcades, leading, he says, to a tank, now concealed. The arches are not masonic, but cut out of large masses of stone. This edifice was begun by Osiren, the father of Sesostris, and finished by his son.

To the north of the Memnonium, is the small temple of Osiris, built, or at least finished by Rameses the Second, and remarkable for having had a sanctuary made of alabaster, and for containing the famous tablet of the Kings, which, next to the Rosetta stone, has been of the greatest assistance to the students of hieroglyphics. The Necropolis has been robbed to form the collections of Salt, Drouetti, and others.

Higher up the river, on the same side, is How or Hoo, supposed by many persons to occupy the site of Diospolis Parva, though I believe incorrectly. At Kasr-es Saiad,

* Those who may wish to sleep on shore, may be entertained for the night at the Deir, (or Christian town,) to the north or north-west of the village of Abydos.

are some indistinct ruins of Chænobiscum. A few leagues further up, the traveller reaches the magnificent ruins of the ancient Tentyra, now called

DENDERA.

It is not only the first temple the traveller sees in ascending the Nile, (and therefore regarded with additional intest,) but decidedly the finest and best preserved in all Egypt. It was built during the reign of the first Ptolemy, when the arts and sciences had once more begun to raise their drooping heads, under the mild and benignant sway of the Græco-Egyptian sovereigns. The Romans, who succeeded them in the government of Egypt, appear, from the number of inscriptions still found in the interior and other parts of the temple, to have repaired, altered, and adorned it down to the time of the Antonines. This accounts for its being found in such an excellent state of preservation compared to the older temples higher up the Nile, which, from their more massive construction, might have been standing entire to the present day, as elegant specimens of the architecture and grandeur of conception of the ancient Egyptians, could they only have escaped the destructive rage of the Babylonian and Persian conquerors.

The ruins of Dendera stand about a mile and a half from the river, on the edge of the Desert, and occupy an area of nearly two miles and a half in circumference.

This city was dedicated to Isis, (or Juno,) and not to Aphrodite, as some have supposed; the Egyptian name for the town was Ta Noscher, which signifies a sea vulture, under which symbol Isis was worshipped by the ancient Egyptians.

The ruined town has been built partly of burnt and partly of unburnt bricks, on mounds formed of the rubbish of previous habitations; the temple itself, half

buried in the sand, forms the centre of an Arab village; their huts not only surround it, but crown the summit of the temple itself.

The first object that attracts the eye of the traveller is a small square stone building with four columns; it has an unfinished appearance, and is without hieroglyphics. Several hundred yards further, over masses of ruined brick buildings, the traveller reaches a gateway, built of sand-stone, and covered with sculpture and hieroglyphics; over this is the globe, with serpents and wings, an emblem of the sun directing his course by the eternal wisdom of the Deity. This ornament is common to nearly all the temples in Egypt; the traveller will likewise notice representations of Osiris, Isis, and Horus, with priests and people paying their homage. Advancing over the ruins of the Arab village, (for from some cause or other they deserted it in a body in 1834 and have never since returned,) the traveller reaches the temple of Dendera, the intervening space is called the dromos (δρομος) or course. Here the sacred bulls were occasionally exhibited to the admiring multitude, and, according to Strabo, were sometimes baited; the traveller next reaches the pronaos, (πρόναον, the vestibulé or porch of a temple,) and beholds again the winged globe with the sacred vulture holding a feathered sceptre in each foot. There are twenty one figures along the ceiling, beginning and ending with the vulture, the guardian genius of the kings and heroes of Egypt. On each hand are three rows of columns with three columns in each row, making in all eighteen columns which occupy the body of the pronaos. The magnificent Zodiac that formerly ornamented the temple has been removed to Paris, and may now be seen in the Gallery of Egyptian Antiquities.

The temple, though choked up with sand and stones, is

still perfect; nothing can exceed its magnificence; it is as rich in sculpture, hieroglyphics, and mythological paintings as the greatest lover of antiquity could desire. The passage that leads to the staircase is rather difficult of access owing to the sand, but once reached, the ascent is easy; large figures of Osiris, Isis, priests, and sacred boats, beautifully sculptured, ornament it on each side. Passing through a succession of ruins on the top of the temple, the traveller reaches an upper room, on the ceiling of which was pourtrayed what many persons supposed to be a circular Zodiac.

On the right of the porch by which the traveller entered the temple, is another smaller one, called by Strabo the Typhonium. The head of Typhon and his wife, the Cynocephalus, are sculptured on the walls; between them Horus is depicted seated on a lotus, with his fingers on his mouth, emblematic of silence.

KHENNEH.

On the eastern side of the Nile, a little above Dendera, is Khenneh, (the ancient Cænopolis,) the houses are built of unburnt brick, and the streets narrow and dirty. This town is the chief emporium for the merchandize which passes between Cairo and Jedda, and in its bazaars the corn of Egypt is bartered for the gums of Arabia. Caravans cross the Desert from this town to Cosseir. A passage-boat plies regularly between this and Thebes; the accommodations are very inferior, and the boat filthily dirty; the distance is about 38 miles. A smaller one goes to and from Dendera.

Our Arab vice-consul is a most civil speaking personage; it will be as well, however, for the traveller to remember the old proverb, *No es todo oro lo que reluce.*

The bazaars at Khenneh are worth visiting, particularly

after the arrival of the caravans, as also are its potteries, for which it has been long celebrated*.

KOPTOS.

About six leagues higher up the river is Koft-Ru, a miserable Arab village. In the time of Ptolemy Philadelphus, Koptos, (so called from Γυψ, Γυπος, a vulture,) must have been a considerable place, as a road was made by that monarch across the Desert to Berenice, 257 miles in length. Some indistinct ruins of two or three temples, an ancient Christian church, and some mounds of rubbish are the only remains of its former greatness.

APOLLINOPOLIS PARVA.

Still further south is the town of Kous, (the ancient Apollinopolis Parva.) It contains about two hundred Christian families, who have a church. The only remains of antiquity is a magnificent gateway, in ruins.

Caravans still assemble here to cross the Desert to Cosseir, and afterwards join those from Kenneh and Esneh. About three quarters of a mile to the east of Kous, a narrow pass leads into the same valley as that into which the route from Koptos passed. This soon branches out in several directions; one chain of ravines leading to Cosseir, and forming the present line of communication between Egypt and Arabia, while another conducts to the site of Berenice, the ancient emporium on the Red Sea.

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* The jars manufactured here have the peculiar property of purifying water, and are so cheap and brittle that they constitute the principal ingredient in an Arab village. In form they are quite as ugly as any antique I ever saw. If they were only as useless as expensive, we should see them in museums. A quantity of these jars bound together, mouths downwards, does the duty of a raft; on this the Arab floats down the stream retailing his conveyance as he goes.—Henniker, p. 122.

MAXIMIANOPOLIS.

Nearly opposite Kous, on the western side, is Nagada Nekardi, (the ancient Maximianopolis,) it contains several mosques and has no remains of antiquity, or any thing to detain the traveller from making the most of wind and weather for Thebes,—the everlasting and immortal Thebes!

ITINERARY OF EGYPT, FROM CAIRO TO THEBES.

	Miles.
From Cairo to Benisouef	78
Benisouef to Minyeh	80
Minyeh to Antinoë	28
Antinoë to Siout	54
Siout to El Sharkie	36
El Sharkie to Girgè	56
Girgè to Kenneh	28
Kenneh to Thebes	38

THEBES *.

The magnificent ruins of this celebrated city extend for a great distance on both sides of the river, which is here of a considerable breadth, being 1,300 feet from bank to bank.

* The splendid remains of this city are spread over a large area occupied by nine distinct townships. These are, El Akaliteh, Nacah, Abu Hamud, Koum el Bahirat, Medinet Habóo, to the west; Gournah, to the *north*; El Oksor, (Luxor,) close to the river's edge; and Kafr Karnak and Medamud on its eastern bank. The most remarkable ruins are found at Medinet Habóo, Gournah, and Karnak.—Modern Traveller, vol. ii. p. 82.

THE VILLAGE AND TEMPLE AT GORNOU.

Landing on the western bank of the Nile, within a quarter of a mile the traveller reaches the village of Gornou, which stands in a grove of palm-trees, where the cultivated soil joins the rocky flat. At this spot the road turns off on the right to the Tombs of the Kings.

CASR EL GORNOU.

This temple is in so ruinous a state that it is difficult to form an idea as to its original dimensions. The principal entrance appears to have been from the south, in which direction there is a row of eight columns. Over the door are the usual ornaments of the winged serpent, &c. Owing to the different arrangement of the rooms in this building from those in the other temples, it has been supposed by many writers to have been used as a palace as well as for sacred purposes.

The rooms are small, and so blocked up with stones and rubbish that it is a service of danger to explore them. It was dedicated to Jupiter Ammon.

THE NORTHERN DAIR.

Leaving the temple I have just described, the traveller proceeds westward along the edge of the rocky flat for three quarters of a mile, when he enters the avenue of Sphinxes formed along its surface, and advancing by this avenue for three quarters of a mile further over heaps of rubbish strewed in every direction, he arrives at the precipitous front of the rock, where are the remains of an ancient temple called the Northern Dair, it stands exactly opposite to the temple of Karnak. Several of the chambers are excavated out of the solid rock, with doorways of polished granite, but they are for the most part, so

blocked up with stones, that few remain accessible without much labour, which is very ill bestowed.

THE MEMNONIUM.

Retracing his steps along the avenue to the edge of the rocky flat, the traveller turns to the south, and in a few minutes reaches the Memnonium, which faces the east and is fronted with a magnificent propylon which is still remaining. This propylon, 234 feet in length, stands on the edge of the cultivated soil; the area for the dromos behind it, is floored with the solid rock, on which the whole of the temple has its foundations. A staircase leads from each end to the top of the propylon, from whence passages branch off into a number of ruined chambers. Between the propylon and the front of the temple the distance is fifty-six paces, and this space at one time most probably formed the dromos; it is now the public road between Gornou and Medinet Habóo. The only remains of antiquity which it contains are the pedestal and fragments of a magnificent granite statue, supposed to be that of Osymandyas, often confounded with Memnon.

The front wall of the temple is greatly dilapidated, and the gateway has been forced down. A battle scene appears to have been depicted on them. The columns in front of the wall forming the piazza are adorned in the usual manner, with representations of heroes and divinities, while their facings are formed into statues representing Osiris, with a row of hieroglyphics down the front. In the rear of the eastern row of these statues, there are fragments of many others, of black granite. Here may be seen the pedestal and remains of the body of the young Memnon, the head of which adorns the British Museum. The area round the temple is bounded

by small niches, like seats, in a wall of sun-dried bricks; on the west side many of them are quite entire, and appear to have been used as sepulchres.

On the north and south, the greater part of them are destroyed; but behind them all around we have a display of the most curious brick ruins in Thebes. They consist of a number of long parallel vaults adjoining each other, built of unburnt brick upon the solid rock, and rounded at the top in a regular masonic arch. The traveller now proceeds southward, along the edge of the rocky flat, till he comes to a large square, three sides of which are cut in the rock, and fronting the east. It is perforated with many doors on each side that lead into the houses or tombs—for they might have served for both purposes—of the ancient inhabitants of the country. Proceeding a little farther in the same direction, the traveller comes opposite to two colossal statues, the northernmost of which is the speaking or vocal Memnon.

The Arabs have given them the name of

SHAMY AND DAMY.

These two statues are nearly equal in size, about fifty-two feet in height and forty feet distant from each other. The throne on which they rest is thirty feet long, eighteen feet broad, and between seven and eight feet high. They face the east in the direction of the temple of Luxor. Both have suffered from great violence, particularly the vocal Memnon, which has been repaired with common sandstone. These enormous figures appear to have formed part of a magnificent avenue of sphinxes and colossal statues leading to the entrance of another superb temple discovered by Mr. Salt.

BIBAN EL MELOOK.

The gate of the kings is situated in a narrow desert valley, about a mile from Gornou. These tombs are not only the most ancient, but by far the most interesting of all the antiquities of Thebes; their general character is so much the same, that a description of that commonly known as Belzoni's, (the most perfect of any yet discovered,) will serve to give the reader a tolerable idea of the remainder.

BELZONI'S TOMB.

A flight of thirty steps descends to the entrance, where the doorway, wide and lofty, is without sculpture. On entering the corridor, leading with a steep slope to the sepulchral chamber below, the traveller observes the wall on the right hand covered with hieroglyphics. At the termination of this corridor appears a second gateway, over which is the usual ornament of the winged globe. Another flight of steps succeeds; here the walls are covered with figures, marching in solemn procession to the regions of the dead. This flight of steps conducts to a third doorway, over which is a figure of Bonto, the goddess of darkness. Advancing into the next corridor, the walls are covered with figures of boats, and various mysterious emblems of the principal gods of Egypt. In the compartment below is a representation of Thoth, conducting the soul to Hades; further on are figures on the road to Elysium; and on the opposite wall is depicted the descent into Hell. The traveller now arrives at the bottom of the descent, and enters the first chamber, where the same series of mysterious paintings is continued. The second apartment is adorned by four massive square

columns, which, like the walls, are covered with hieroglyphics.

Returning into the great chamber, and descending a flight of eighteen steps, he now follows a continuation of the corridor, on the walls of which are portrayed the principal actions of the deceased monarch. Another flight of steps conducts to a lower chamber, covered, like the rest, with sculpture. Passing on from hall to hall, the traveller reaches a lofty arched chamber, the painting in which is much faded; to the left is a spacious and beautiful apartment, adorned with two columns and a raised stone bench, hollowed out into recesses extending round the whole chamber.

Having attained the lowest chamber, there is yet before him a rude staircase, which conducts still farther into the rock,—it descends for a considerable distance; (possibly even below the level of the tomb;) at the bottom is a small narrow aperture, which has not hitherto been explored*.

The rooms which Belzoni discovered by forcing an entrance through a wall of solid masonry, are very superior in grandeur and magnificence to the first range.

The other royal tombs, though not so perfect, possess an individual interest; the traveller should visit the Harpers, (Bruce's,) and the remaining tombs, as recommended by Wilkinson.

APE'S BURIAL GROUND AND TOMBS OF THE QUEENS.

About a mile and a half north west of Medinet Habóo,

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* For this excursion, provide yourself with a large lantern, lucifers, or other means of procuring a light, and a few wax tapers, which will render you, in some measure, independent of bats and Arabs.

is the Gabbanet el Qeróod, or Ape's burial ground, so called from the mummies found in the ravines of the torrents in its vicinity.

About half a mile immediately behind, and to the north west of Medinet Habóo, is the valley of the tombs of the queens. After the Biban el Melook, they are very inferior, but still deserving of a visit.

The traveller having satisfied his curiosity in seeing these interesting remains, now crosses the canal, and regains the road on the edge of the rocky flat, when he turns to the left, and in a quarter of a mile he finds himself at Medinet Habóo, a large, but now uninhabited village.

THE TEMPLE OF MEDINET HABÓO.

Entering by a gateway into a walled court, the traveller finds himself in front of a large propylon, built with the ruins of some still more ancient building; this leads him into a smaller propylon, after traversing which, he enters a low square court, which contains the ruins of a Christian church. The temple itself (a few steps further on) is a large building in the form of a square, adorned with a number of columns. In the open court within the temple is a large insulated chamber, open at both ends; on the north side of the temple is a tank; on the south, joining it, are the remains of a magnificent palace, three stories high, and covered with hieroglyphics within and without. This palace appears to have served as the principal entrance of the grand temple. About three hundred and fifty feet in a direct line west of this gateway, is the propylon of the grand temple, about 180 feet long. The temple itself is 510 feet in length; the front of it is quite blocked up with the ruins of houses and huts, piled up one over the other to a great height.

On the wall is the representation of a battle scene, with the disposition of the captives. This building is the most modern and perfect of all the temples in Thebes; the space occupied by the ruins attached to it is about a mile in circumference. At the south corner of the ruins is another small temple, which appears never to have been finished. To the south east of this temple is the village of El-Barat, situated on the east side of a strong embankment of earth, 500 feet thick, and forty feet in height, inclosing an area more than 2,000 feet square, formerly used as a reservoir for retaining the waters of the Nile; this inclosure is at present cultivated. On the west side of it are the remains of a canal, similarly embanked.

THE SOUTHERN DAIR.

Somewhat further in the Desert are the remains of another ancient temple, called the Southern Dair, also richly ornamented with sculpture and hieroglyphics. The traveller should not forget to explore the mountain defiles, of which there are several about Medinet Habóo. The rocks are here excavated to a considerable extent, and the chambers within are covered with hieroglyphics, painted in the most brilliant colours.

Continuing his route northward, by the base of the mountain, the traveller reaches another temple of Isis, nearly opposite to the Memnonium, but concealed from view by a high mound, which rises in the rocky flat between them: it is called the

DAIR EL MEDINET.

Both the outside and inside are covered with hieroglyphics, far surpassing in beauty and variety those of

any other temple in Thebes, and bearing a strong resemblance to those in the tombs.

In addition to the temples I have already described on the western side of the river, there are traces of many others still more ancient; their walls have long since been levelled with the ground, and the greater part of the materials carried away, or used in the construction of other buildings.

These may probably be the remains of the temples destroyed by Nebuchadnezzar, king of Babylon, and Cambyses, the Persian, whose agency seems to be alluded to in many passages of the Old Testament*.

LUXOR (EL AKSOR).

Luxor, on the eastern side of the river, is the port of the Thebaid, on the left bank. Its ruined temple is a mere skeleton; the greater part of the columns in the interior, and part of the inner temple, are still standing, but the outside walls have been thrown down and the materials carried away. The propylon still exists in a tolerable state of preservation, and around its base are the houses that form the present village.

Behind the propylon is the dromos, a large open court,

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* "And I will kindle a fire in the houses of the gods of Egypt; and he shall burn them, and carry them away captives. He shall break also the images of Beth-Shemesh, that is in the land of Egypt; and the houses of the gods of the Egyptians shall he burn with fire." Jeremiah xliii. 12, 13.

"And I will make Pathros (the country of Thebes) desolate, and will execute judgments in No, (the scriptural name for the city of Thebes.) And I will set fire in Egypt, and No shall be rent asunder." Ezekiel xxx. 14. 16.

See also many other passages of similar import.

about 300 feet long and 160 feet wide, surrounded by a double row of columns covered with sculpture. Before the entrance stands the survivor of the two beautiful obelisks which, for 3,000 years, withstood the ruthless hand of the destroyer, Time—and the more dangerous grasp of the spoiler, Man. The refinement of civilization has dared to remove what the grossness of barbarism feared to touch *. Its fellow, now the chief ornament of the metropolis of Europe, is about as appropriate to the *Place de la Concorde*, as that name to the spot on which it stands. The Romans looked on the Egyptian obelisks which adorned their capital city, as trophies from a fallen empire, converted by them into a flourishing province, which received their laws, and was to them, as India is to us, the brightest jewel in the imperial diadem. But what does the Luxor obelisk recall to the Parisians, save the miserable fate of the bravest heroes in their revolutionary armies, sacrificed in an invasion which had no shadow of provocation, and no reasonable prospect of success to justify it? Can France ever forget this cruel desertion of these her sons, thereby reduced to a band of savage marauders, until the last of their bones whitened on the inhospitable shores to which they came with offers of freedom and plenty, and over which eventually their own wanton excesses spread more hopeless desolation?

The ruins of this temple terminate close to the brink of the river.

Luxor is distant from Karnak about two miles, the

* These obelisks were almost the only objects of art spared by Cambyses; most probably they owed their preservation to the circumstance of their being the acknowledged symbols of the sacred element of fire, which the Persians worshipped. Fragments of statues of the same kind of granite are strewed about in all directions.

remains of a row of sphinxes, facing the road, may be distinctly traced; they formerly lined the whole length of this road, which is about 60 feet wide, regularly formed, and shaded by groves of palm-trees.

KARNAK.

After a gentle ascent, this road gradually descends throughout its course, and is terminated by a temple of Isis, close to the village of Karnak. This temple forms one of the series of smaller ones that are connected with that which is generally known by the name of the great temple of Karnak.

The regular approach to the large temple, however, lies considerably to the east; this is likewise bordered by two rows of sphinxes, much mutilated and now nearly covered with sand, it then passes through four magnificent propylæa. The gateways are of polished granite, and, like the sides, are covered with sculpture and hieroglyphics, and adorned with numerous colossal figures placed at the distance of four or five hundred feet from each other. The temple, as it formerly stood, was about 1,200 feet in length and about 420 in breadth. Besides this entrance, which leads directly to the Nile at Luxor, there is another grand entrance to the west, facing the Northern Dair, on the opposite side of the river. It is approached by a row of sphinxes, which were partly uncovered by Lord Belmore, and passes through a magnificent propylon, 400 feet long and 40 feet thick.

It has eight windows in two rows, and four doors on each side of the gateway.

There is a staircase towards the northern extremity, leading to the top, and a passage runs over the ceiling of the doorway from the north to the south wing. The

view from the centre of the doorway is most striking. Whichever way the eye turns, nothing but havoc and destruction present themselves.

This gateway leads into the dromos, ornamented with a row of stately columns. On the right, a small temple projects into the court. The columns in the dromos terminate in front of two mutilated statues, of colossal dimensions, standing in front of another propylon, covered with sculpture and hieroglyphics; great part of it has long since given way. The materials of which it has been built, evidently belong to a more ancient temple, probably cotemporary with those destroyed by the Babylonians. A large colonnade extending beyond the propylon is the termination of this part of the temple; on the outside are sculptured two immense boats.

Perhaps I cannot better describe the position of these interesting ruins than by saying the Great Temple of Karnak stood in the centre of a series of smaller temples and propylæa, with avenues of sphinxes and colossal statues radiating from it. The principal entrances were so contrived as exactly to front the corresponding temples on the other side of the river, which must have added much to the effect produced by the annual processions of the priests and gods of Egypt when they were carried in solemn triumph from the Arabian to the Lybian side of the Nile.

MEDAMOUD.

About two miles to the east of Karnak is Medamoud, which appears to have been a large suburb attached to the sacred city, most probably inhabited by the inferior classes. From the number of ruins of sun-dried brick houses, it must have been a place of considerable extent; at present it is quite uninhabited. A dilapidated gate-

way and a few granite columns are all the remains of its ancient temple.

We have now finished our survey of the antiquities of Thebes.

ANIMALS AND REPTILES AT THEBES AND IN ITS VICINITY.

Scorpions are said to be exceedingly abundant about the ruins, and in the vicinity of Thebes. At certain seasons of the year they may be found under almost every stone, particularly about the Memnonium, where the heat concentrated among the rocks is intense ; they likewise find their way into the inhabited tombs, and take refuge in holes in the walls, through which, however often they may be stopped up, these horrible reptiles again work a passage out, and appear in their old places until they are caught and killed. They are often caught under mats which are not daily taken up and shaken. There are two species of them, the white and the black ; the former are the most numerous and most frequently met with ; in shape and appearance they are not much unlike a small crab. Centipedes, some of them of an uncommon size, are frequently met with during the summer months, and their sting is considered to be quite as dangerous as that of the scorpion. A tarantula spider of a very large size, reported to be exceedingly venomous, is also found here among the rocks and catacombs ; the superstitious natives imagine it derives its poison from feeding on the bodies of the dead. In the summer of 1831, several gentlemen, at that time residing at Thebes, having heard of its noxious qualities, caught one of these spiders and a scorpion, and confining them together under a glass, contrived, by repeated irritation, to provoke them to attack each other. The scorpion at first lay torpid, neither approaching nor shrinking from the

spider, but being brought repeatedly in contact with his adversary, who was more active and irritable, he appeared to be roused and eager to commence the combat. They were now once more brought together. The scorpion, conscious of his power of harming, constantly endeavoured to sting the spider, but the latter catching the head of his enemy between his long feelers, appeared to inflict on him an invisible wound, for each time this happened the scorpion writhed with agony, and became evidently weaker; during these paroxysms the scorpion frequently stung himself. At length the spider again seized him and seemed, as it does in killing a fly, to delight in tormenting his foe; in a few minutes the spider had effected his purpose, the scorpion was killed. Among the immense number of lizards found in this part of Egypt, stands preeminently the Wahsen, or gigantic lizard of the Desert.

Crocodiles are numerous, and grow to a large size in this part of the Nile; the Arabs destroy them for the purpose of stuffing and selling their skins to travellers.

In the environs of Thebes there are many hyenas, and more than one person has been alarmed by finding them in quiet occupation of a tomb they were about to visit. During the night the traveller is often annoyed by the howling of these animals.

The wolf and the fox are occasionally, but rarely, met with; they however are much less to be dreaded than the wild dogs of Thebes, which exceed in ferocity the dogs of every other part of Egypt.

Excepting during the hot weather, serpents are seldom met with in Upper Egypt; for the serpents of these climates require excessive heat, and keep under ground during the winter months. Some of them are extremely venomous, others not very dangerous, and these are supposed to be the kind which the ancient Egyptians worshipped.

The people called Psylli, who even to this day form a separate class, employ themselves in catching and taming these serpents; they firmly believe they possess a secret which renders these animals subject to their power. They are supposed to be descended from the ancient Psylli, mentioned by Pliny, Celsus, and other writers of antiquity. It appears from a passage in the Psalms, that the ancient Psylli likewise practised these tricks. In Ecclesiasticus xii. 13, it is said, "who will pity a charmer that is bitten with a serpent?" This passage proves the antiquity of this profession, and their mysterious science.

A gentleman who has been making a lengthened séjour in Egypt, states that he saw ten of these animals four or five feet in length, of a flesh colour inclined to rose, approach and glide over some vessels filled with milk, which were on the ground, in order to drink. Their body in this most graceful position seemed to be a part of the vessel, and to form the handle, and it was doubtless in this manner that these animals gave the ancients the idea of those beautiful vases, the elegant form of which we still endeavour to imitate.

After passing Thebes, the first object that arrests the traveller is Erment, (the ancient Hermonthis,) on the west bank; it contains a temple and an early Christian church.

On the east bank is Tuot, (the ancient Tuphium,) it contains a temple of the time of the Ptolemies, in a ruined state and concealed by the hovels of the peasants.

At Asfoun, (the ancient Asphynis,) the sandstone formation terminates. The town is distant about a mile from the river, in the widest part of the plain of Esneh; it contains a few granite columns, apparently Roman, but no other antiquities.

Esneh, also on the west bank, (the ancient Latopolis,) is a large market town, and celebrated for its manufactory

of very fine cotton stuffs and shawls. The remains of its temple occupy the middle of the town; it is built of sandstone and bears a great resemblance to the temple at Dendera, only it is much smaller, and the sculpture is far from being so well executed. It contains a zodiac, a fine portico, and quay.

Opposite to Esneh is what was anciently called Contra Laton; it contains another small temple, much dilapidated and of older construction than Esneh; although at no great distance from the river, it is hardly worth the trouble of visiting.

Thirteen miles from Esneh, near El Zenan, on the west bank, are the ruins of a quay, and three miles further a small stone pyramid; opposite the quay is the junction of the lime and sandstone formations.

Four miles beyond on the east bank, is El Kab, (Eileithuias,) an ancient town in ruins; the temples have been lately destroyed. In the mountains are some curious grottoes worth visiting, and at a short distance up the valley, are three small temples. In the bed of the ravine are ponds encrusted with natron.

Eileithuias, or the city of Lucina, had an altar on which human victims were immolated. It has evidently been a place of some consequence, and traces still exist of the road by which it communicated with Berenice and the emerald mines. There is a landing place, which has evidently been used for the loading of the boats.

Edfou (the ancient Apollinopolis Magna) is a town containing a population of about 2,000 inhabitants. It is chiefly remarkable for vermin and ferocious dogs. Its manufactures consist of blue cotton cloth and earthenware jars. This town is the last place in Egypt in which the Kopts are found. The temple stands at the north-western corner of the village on tolerably high ground; from its summit is a fine view of the Nile with the

Arabian mountains in the distance. Though inferior in the beauty of its workmanship to Dendera, and to Karnak in size, yet it certainly deserves to be called a magnificent temple. The approach to it is rather difficult, owing to the immense number of Arab huts that have been built round about it. The propylon is one of the best proportioned in Egypt: handsome stairs lead from the gateway to the different chambers and the summit. Within the propylon is the dromos, a large open court inclosed with high walls covered with sculpture; the temple measures about 440 feet by 220.

At Hadjar Silsilis the sandstone rocks on each side come close to the river. Here is an ancient quarry that the Arabs have converted into dwelling-houses. The most extensive excavations are on the eastern side, where the ancient roads leading into them still bear the tracks of carriage wheels, while blocks of unfinished stone look as if the workman had left his task only the evening before, although in truth a night of more than 2,000 years' duration has intervened since their sharp angles met the chisel.

Having passed this strait, the river bends towards the west. The cultivated soil again appears, and the superb ruin of Ombos is in sight, standing on the eastern bank of the river, and fronting the west. This is a very uncommon circumstance, as all the other temples in Egypt front the east. There is no propylon or dromos in front of the temple, but the portico is very magnificent, and presents an imposing façade, eighty-three feet in length, towards the river; the columns are of an immense thickness, covered with sculptured figures and hieroglyphics, and with capitals something resembling the Corinthian, only these are formed by the palm-branch and lotus. The remains of the building are about 120 feet in length. The whole of the interior is very much filled with sand,

and the walls have partly fallen down. The sculpture on this temple does not appear ever to have been finished; the best executed is on the pronaos. From the frequent appearance of the crocodile among the hieroglyphics, there is no doubt that the Ombites worshipped Osiris under that form.

The flat country still continues narrow, but is well cultivated, and abounds with palm trees. As we reach Djebel Howa, (the mountain of the wind,) the mountains on the west assume a bolder aspect. On the eastern bank the mountain is low, and the valley more extended and well cultivated; the view up the river terminates in a precipitous granite cliff, crowned with the ruined walls and houses of the ancient Syene.

Assouan (Syene) is the last town in Egypt; immediately below the cataract, Ethiopia begins. Assouan contains the ruins of a small Roman temple, some granite columns, a Saracenic wall, and some granite quarries, from which most of the magnificent monuments that adorned Thebes were brought. Broken obelisks in an unfinished state are still to be seen in one of them. Without the eastern wall is the burial place of the ancient city, nearly three miles in circumference. Many of the grave-stones are covered with inscriptions in the Kufic character.

The island of Elephantina, (the Djeziret el Zahir,) or flowery island, is about 2,000 feet in length and 600 feet in breadth. Here is an ancient quarry, and a short distance to the northward are six magnificent columns of an ancient temple. In another part of the island is a granite statue of Osiris much defaced, close to which is a small peripteral temple, thirty-six feet by twenty-nine, with seven square columns on each side; to the south-west of this temple are the traces of a pyramidical propylon, which probably belonged to a more magnificent temple, the

foundation for which must be sought beneath mounds of rubbish. The northern end is low and alluvial, well cultivated, and shaded with palm trees. The whole of this island is inhabited by the Nubians, who are perfectly black without bearing any resemblance to the negro.

Opposite to the projecting rocks of Assouan is the Nilometer, which is a staircase with Greek inscriptions relating to the rise of the Nile.

At the northern end of the cataract is the island of Schayl. Here are vestiges of a temple with hieroglyphic tablets on the rock. The traveller should go from Assouan to Schayl in a boat, and ride to Philoe, where are some interesting temples and other ruins. Opposite to Philoe is the island of Beggeh, where there are some carved tablets and the remains of a temple. These islands are covered with palms, acacias, mulberry, and date trees, for which reason they have obtained the name of the Tropical Gardens *.

BERENICE.

Situated in an extensive plain, almost surrounded by mountains, in the most southerly part of the vast Desert of the Thebaid, which lies between the valley of the Nile and the Red Sea, is the site of the ancient city of Berenice. The disposition of its streets may still be traced, and in the centre is a small ruined temple nearly buried with sand. The acacia and a kind of laurel are the only trees that flourish here, with the exception of a few palms. Of the three wells that still remain, not one

* In the environs of Syene, (Assouan,) they make beautiful baskets of rushes, and mats which are used as carpets, an art which has attained so great a perfection, that the Pacha has made a monopoly of it.

of them affords drinkable water, it being so bitter as to increase instead of slaking the thirst. In the nearest mountains, about five or six miles distant, are some curious excavations. This city once possessed a tolerable harbour, but, owing to the drifting of the sands, the bar is now impassable at low water even for the smallest vessels. The regular road to Berenice was from Koptos, though there is another route by which it communicates with the Nile by Eileithuias and Edfou. The emerald mines are further to the north, in the heart of the Desert. The emeralds at present found there, are both few in number and of an inferior quality.

THE OASES

May be considered as green fertile islands, separated from the rest of the world by a vast ocean of sand and desert. The foundations of these islands were first laid by vegetable matter, which found sustenance in the springs of the Desert, and the decay of which produced soil, until they increased to the state in which we behold them. They are universally surrounded by high lands, which will at once account for these springs. Under the Roman empire, they were attached to the Heptanomis, and were used occasionally as places of banishment; the first celebrated exile was the poet Juvenal. After the fall of the Roman empire, they became independent for many years, but are now subject to Mehemet Ali.

They are four in number: the Oasis Magna; the Oasis Parva, or that of El Kassar; the Northern Oasis, or that

of Siwah, and the great Western Oasis, discovered by Edmonstone in 1819.

THE OASIS OF SIWAH

Is about fifteen days' journey from Alexandria or about 140 hours of constant marching; from Cairo it is about 100 leagues, or 13 days' journey. The fertile part of it is about six miles in length from east to west, and between four and five wide. A large proportion of this space is occupied by date trees. In the gardens, the pomegranate, the fig tree, the olive, the vine, the apricot, the plantain, and even the apple, are cultivated with success.

Its chief village, or capital, called Siwah Kebri, is built upon a steep rock; its streets are narrow and crooked, and so dark from the overhanging stories that the inhabitants use a lamp at midday. Each house has three or four stories, and in some instances as many as six. On every marriage the father builds a lodgment for his son above his own, so that the town is continually rising. There are three wells within the walls, one of sweet and two of brackish water. The town is divided into two parts, the upper one inhabited only by married people, women, and children; the lower by widowers and youths, who are not allowed to enter the other quarter after dark, under penalty of a fine. The total population of the town is considered to be between two and three thousand; that of the Oasis is supposed to amount to nearly 8,000 souls.

Besides the capital, it contains three villages, Siwah Shargieh, Siwah Gharbieh, and Menshijeh.

A league and a half from the town, towards the south-east, are the ruins of the celebrated temple of Jupiter

Ammon; they bear a strong resemblance to the Typhonium at Edfou, but on a larger scale. A quarter of a league to the south-east of these ruins is the Fountain of the Sun, mentioned by Diodorus Siculus; it is in a grove of palm trees; its size is about 30 paces in length and 20 in breadth; the water is perfectly clear and transparent, and about 6 fathoms deep.

The village of Siwah Shargieh is supposed to be the site of the palace of Ammon. In the mountains of this Oasis there are numberless excavations; some of them appear to have been used as tombs, others only as quarries.

In the environs of Siwah, towards the west, are the ruins of a temple called Amoudein. Deir Roum is another temple of the Doric order, beautifully finished. The Lake of Arashieh, (the sacred lake,) is two days and a half's journey from Siwah, in a valley inclosed by two mountains. In the centre of it is a small island, said by the natives to contain the ring, sword, and crown of the great magician Soliman.

Still further to the west, a seven days' journey from Siwah, is another Oasis, called the Oasis of Augelah. The largest village in this district is called Jalot, near which is a temple. At a place called Oom Messous is another temple, and from that point it is seven days' journey to Barca (Cyrene) and Bengazy (Berenice); the road passes through a valley, in which terminate all the roads coming from the west.

OASIS OF EL KASSAR (OASIS PARVA).

Belzoni started for this Oasis from Sedmin el Djebel, about a day's journey from Beni Souef. Two hours

west of this village *, on the south side of the Fayoum, are some ruins, the history of which is unknown; and an hour and a half further is Rawajee Toton, the site of a large ancient town; some pedestals of columns, pieces of granite and stones carved with hieroglyphics are the only memorials of its former greatness. An hour and a half more brings you to another ruined village, beyond which is El Khasak, in the midst of a cultivated tract, watered by the Bahr Yousuf. Here ends the first day's journey. 2nd day. The traveller passes among the ruins of a large town, buried deep in the sand, and towards evening arrives at Regen el Kassar, a small oasis, about three miles in extent, with plenty of date trees and springs of water; here also are the ruins of an Egyptian temple. 3rd day. The route lies over an open plain of sand, on which may be observed many tumuli, supposed to have been raised over the army of Cambyses, which perished in this desert. The fourth and fifth days' journeys are made through a level plain of great extent, covered with white pebbles. The channel of the Bahr bela ma, *the river without water*, lies to the north of this route; this river is proved to have been one of the ancient branches of the Nile, and has been traced to the sea. 6th day. After passing the rocks of Elloah, which have been in sight during the two previous days, the traveller at length reaches the Oasis. The first village is Zabro, which produces abundance of fruit, rice, and herbage for the cattle; among the rocks are numerous catacombs, but no hieroglyphics appear on them;

* The rate of travelling being *always* from three and a half to four miles in the hour, throughout the Levant, time is found to be the most convenient measure of distance, and sufficiently correct to answer the ordinary purposes of topographical description. The average day's journey is about twenty miles.

three hours' journey from hence is El Kassar, the chief village of the Oasis, and from which it has its name. It is surrounded by palm trees, and the rocks are here also full of excavations. To the north are shewn the remains of a Greek temple, and near to it, in a grove of palms, is a pool similar to the Fountain of the Sun at Siwah. Three days' journey to the south-west is the Oasis of El Haix, a fruitful tract of land in the form of a crescent, about twenty miles in length from point to point. At the further extremity, which is best cultivated, some remains of an ancient city are yet standing; its history is not known.

THE THEBAIC OR GREAT OASIS,

Is the first halting place for the Dar Four caravans which assemble at Siout, from which place it is distant about 96 English miles. It consists of a number of fertile spots, separated from each other by occasional intervals of desert, in a line parallel with the course of the Nile, the whole extent being about 85 miles. El Karjeh the chief town of this Oasis, contains nothing very remarkable, but in its neighbourhood are three beautiful temples, and a singular necropolis discovered by Calliaud in 1818, and about eight months after visited by Sir Archibald Edmonstone. The first temple is about a mile and a half to the north of El Karjeh; it is called by the natives El Nadera; it is now almost in ruins. The hieroglyphics, though much defaced, shew a remarkable beauty in their execution. A short distance to the north-west is the large temple, situated in a rich wood of palms, acacia, and other trees, with a stream of water in front. On higher ground, still further to the north, is the necropolis, which contains about 300 buildings of different sizes, most of which are ornamented with domes and mi-

narets. In a south-westerly direction from the town, atabout three hours' distance, is a ruined Arab village, built within the inclosure of a large temple, known by the name of Cazar el Goetta; and on leaving this, in about 40 minutes to the south-east, are the ruins of several ancient brick buildings, and a small but elegant temple called by the natives Cazar el Zean. Over the doorway is a Greek inscription of which the following is a translation. "To Amenebis, the great god of Tchonemyris and the cotemplar gods, for the perpetual preservation of Antoninus Cæsar, our lord, and his whole house. The cell of the temple and the vestibule were repaired and renewed under Avidus Heliodorus, Governor of Egypt, Septimus Macro being commander-in-chief, and Plinius Capito general of the forces; in the third year of the Emperor Cæsar, Titus Œlius Adrianus, Antoninus Augustus, the Pious. Mesore the 18th (Aug. 11th)." This enables us to fix the date of the restoration of this temple, A.D. 140. At the village of Genau there is a hot spring, thickly impregnated with sulphur and iron; there are several of these in different parts of this Oasis.

Six hours from El Karjeh, the capital, is Boulak; the houses are nothing but mud hovels; there is good water here. Between Boulak and Beiris is fourteen hours' journey over a barren country; and two hours beyond Beiris is Mughess, the last village of the Oasis towards the southern Desert.

WADY DAKHELL, OR THE WESTERN OASIS,

Was first discovered by Sir Archibald Edmonstone in 1819. It is distant from El Karjeh about two days' journey, and from Siout by the direct route 178 miles. It contains twelve villages, each with its palm and

acacia groves. The latter tree attains an unusual size; one that Sir Archibald measured was nearly eighteen feet in girth. The chief town in this Oasis is El Kazar; the situation of this place is perfectly lovely. It is seated on an eminence at the foot of the line of rock which rises abruptly behind it, and is encircled with extensive gardens of palm, acacia, citron, and other trees, some of which are rarely seen in these regions; there is a strong sulphurous spring in the town. To the west is an insulated rock perforated with caverns, in some of which may be seen fragments of mummies which have been destroyed by the natives. Three miles further south is a temple in tolerable preservation, but nearly filled with sand. Between this place and Aboudahlough, are vestiges of a town of considerable extent, with a Grecian temple in ruins. This Oasis is the last inhabited tract to the west.

The climate in the Oases is extremely variable in winter. Sometimes it rains in torrents, at other seasons there will be no rain or dew. Violent winds are very prevalent, and the dreaded kampseen blows frequently in the months of May and June. The plague is unknown, but during the intense heats fevers are general. Lions and hyenas are not uncommon in this district, but the ostriches are extinct. Lemons, citrons, and various other fruits are plentiful in the gardens. Indigo is manufactured here. The soil is fertile and produces abundance of barley and rice. The springs never fail or vary at any season, but they are all more or less strongly impregnated with iron and sulphur, and are hot at their sources; nor can the water be used until it has been left to cool in an earthen jar. Such are the Oases, those green retreats, those islands of the blessed, the very name of which is a symbol of luxuriance, seclusion, and repose.

ROUTE ACROSS THE DESERT

FROM KOSSEIR TO LUXOR AND KENNEH.

THIS route possesses a material advantage over that between Suez and Cairo; in having several springs at convenient distances: the first is at Ambagee, about six miles from the coast. The margin of this spring will be found encrusted with salt, and its water is so brackish as only to be fit for cattle. The halting place is in a narrow valley, with a range of precipitous rocks rising on either side, to a height of several hundred feet. On leaving Kosseir, the route lies, for the first part, in a westerly direction, passing through a succession of narrow valleys, totally destitute of verdure, and bounded by hills of the most gloomy and barren appearance. The road itself is excellent; being wide and firm, with a very trifling ascent, and perfectly passable for any wheel carriage. Between Ambagee and Beer Inglese, the road becomes more sandy, and some extraordinary fissures are visible in a mountain to the left, when after rounding a projecting rock, the traveller comes to the wells of Beer Inglese, the water of which is of better quality than the spring of Ambagee. Here the road turns to the south-west, and continues to wind through rocky valleys, communicating one with another, though at times apparently without an opening, till a sudden turn round the rocks shews its course in an opposite direction. Between Beer Inglese and Syalut Aboo Hoodada, is a strong pass, defended in ancient times by a square fort, now completely in ruins; and overlooked by a watch tower on the summit of the neighbouring mountain. After passing this fort, the road ascends considerably, and becomes more serpentine. Here a few stunted acacias are visible, and a prickly shrub which is eaten with avidity by camels

and asses. The road still continues excellent to Sycæ Hanjie Sooleimaun, where excellent water is procurable from the neighbouring mountains. Here is also a ruinous fort. Further on, the road takes a south-easterly direction for a short time, and still continues to wind its way between two ranges of sterile hills, on which many of the aforesaid ruined watch towers are still visible. The route then assumes a north-westerly direction, still ascending, till a kind of table land is reached, when it gradually descends to Hummamaut. Beyond this place, the road descends through another strong pass, near which are the ruins of a considerable fort and town, to a more open country, where the sand increases. Another remarkable rock to the right is visible on this day's march, which will probably be found the most fatiguing on the route; it terminates however at Legayta, where the water is both good and plentiful. In traversing the Desert, although the heat is great during the day, it is not found by any means injurious. The morning air is bracing, and the nights indeed are very often chilly. Droves of camels are frequently met, whose owners have usually dates, water melons, or vegetables for sale. The gazelle, the partridge, the woodcock, and blue pigeon are all to be found even in these arid deserts; the latter birds are so tame, that they frequently alight almost beneath the feet of the camel. When a party is not under the control of a private traveller, who of course suits his own convenience, the camels move on unceasingly from sunrise to sunset, and often throughout great part of the night, at the average rate of two miles and a half per hour. The camel-drivers smoke at every opportunity; their usual food is bread and hard eggs. Fires of camels' dung are quickly lighted at each halting place; every man kneads his own cakes of flour in a leathern vessel, carried for

the purpose; the hot ashes are then swept from the sand, the cakes are laid thereon, and the ashes being replaced, the Arab's meal is soon ready.

The following are the daily halting places for travellers, but if any one should be pressed for time, and equal to the fatigue, this journey may be accomplished in half the period.

	Miles.
Beer Inglese	11
Syalut Aboo Hoodada	20
Waud el Ghush	18
Nujaub el Loghaut	16
Legayta	14
Hujazi	15
Luxor	17
	111

After about six hours' travelling from Legayta, the cultivated valley of the Nile first becomes visible; and at Hujazi, fifteen miles distant, the traveller has the satisfaction of knowing that the Desert is passed. Hujazi is situated on its extreme verge, and nothing can be more strongly marked than the line of barrenness and fertility here exhibited. On the one hand, as far as the eye can reach, nought but a boundless sterile waste; on the other, the richest cultivation.

The village of Hujazi is embosomed in foliage. Its pastures are covered with flocks and herds. Its fields teem with luxuriant crops of every shade, which, with the murmur of waters raised by many wheels, the chirping of birds, and the sound of voices, contribute to form a strong and pleasing contrast to the dreary silent wastes from which the traveller has just emerged. At Hujazi, the road to Kenneh turns to the northward, almost

parallel with the river, but that to Karnak and Luxor runs towards the south-west. From Hujazi to Luxor is seventeen miles; the road is chiefly along a raised causeway, through groves of date trees, and amidst rich crops of sugar-cane, wheat, and Indian corn.

At a short distance from Luxor, the traveller, on a rising ground to the left of the road, first comes in sight of the temple of Karnak; the ruins of Thebes, the city of the hundred gates, and Egypt's ancient capital, occupy both banks of the Nile, to a distance extending three leagues along the river, while both east and west they reach across the valley, overspreading an area twenty-seven miles in circumference.

Kenneh is thirty-two miles from Thebes; the traveller can either continue his route by land or take the passage boat from Luxor if his own boat should not have arrived.

PALESTINE AND SYRIA.

PRELIMINARY INFORMATION.

THE English traveller, who has experienced all the comforts to be derived from the possession of a tent, canteen, bed, saddle, &c., during six months passed in Egypt, will nevertheless be influenced by his love of rapid movement, which is a second nature, and will hesitate about carrying all these incumbrances on the backs of horses through so wild a country as he now expects to traverse. But as the rate of travelling, unless he choose to go without guide or attendant, never *can* exceed four miles in the hour, he will do well to yield to necessity, and provide himself with all such comforts as will alleviate the tedium of many hours passed in compulsory idleness.

HORSES.

Excepting in those parts of the desert where camels must be used, the travelling through these countries is always on the backs of horses or mules, the same charge being made for both. This will average from 16 to 20 piastres per diem, besides the gratuity to the Mookaroi, or guide, who has the charge of the horses.

Persons intending to travel through the whole country, should purchase two or three horses, at the rate of about 1000 piastres each. By this means, they will be relieved from daily disputes as to prices, hours of starting, &c., and if they have a good servant who can look after them, will be certain to save money; owing to the slow rate of travelling, and the warmth of the climate, horses do not

fall lame or get knocked up, as invariably happens in England, to the discomfiture of a similar experiment.

MONEY.

The current coin is the same as that in Egypt, but the rate of exchange is rather higher; the Spanish dollar being equal to 23 piastres. Beyrout, in Syria, being the most commercial town, is best suited for drawing on England.

SLEEPING PLACES.

In the Christian districts, the traveller will always ride to the nearest monastery, or to the house of the chief person in the village. It is usual to pay about two dollars on leaving, but no demand is ever made.

In the Mohammedan districts, the traveller will rest himself at the caravanserais, or khans, which are large square buildings, inclosing a court-yard, with a fountain in the centre, where the animals are picqueted; the rooms are bare, and nothing can be obtained but wood and water, for which a small gratuity is given to the khan-keeper*.

FIRMAN.

This passport, obtained through the Consul at Alexandria, is essential to the safety, and often contributes much to the convenience of the traveller.

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* These khans are of very great antiquity; it was at such a building as this that the brethren of Joseph stopped to give provender to their asses, when they were returning with corn from Egypt. The Septuagint translates the word, μαλον; the New Testament, καταλυμα.

PALESTINE.

ROUTE FROM EL ARISH TO JAFFA, BY GAZA, ASKELON, AND ASHDOD.

From El Arish to Sheikh Juide . .	1	day.
Sheikh Juide to Dair	1	
Dair to Barbāra	1	
Barbāra to Ashdod	1	
Ashdod to Jaffa	1	
	5	days.

DESCRIPTION OF THE ROUTE.

El Arish (the ancient Rhino Colura) is the first town on the Syrian side of the Desert of Suez, and the frontier of Palestine on that side. It is built upon a limestone rock, of no great elevation, in the midst of drifting sands. It is a miserable place; provisions dear and water bad. Between this place and Sheikh Juide, the road lies over an undulating surface, on which grass and sand dispute the superiority. The tomb of the Sheikh, who gave his name to the valley and the village, is all that remains standing. It is distant from El Arish, twenty-six miles. The country improves in appearance, on approaching Refah, about ten miles distant, or three hours' journey,—memorable for the battle fought between Antiochus, king of Syria, and the fourth Ptolemy of Egypt. Upon a hill close by are the fragments of some granite columns, and half way down, a well of tolerably good water; seven miles and a half further on, is Khan Yunes, (Jenysus,) the last village in Palestine tributary to Egypt;

its distance from Gaza is about four hours' march. About four miles and a half further on, is Dair, the first village in the pachalic of Gaza. Here is plenty of good water, raised by the Persian wheel. A few miles beyond Dair, the traveller passes the torrent of El Wadi Gaza,—in the summer season always dry. The country about here is well cultivated, and enlivened by numerous flocks and herds.

After crossing the torrent, the traveller ascends a hill, on the summit of which is the tomb of the Sheikh Ab Ali, a little to the left of which, upon a slight ascent in the plain beyond, is the town of Gaza.

Betis, who defended this place, against Alexander the Great, on its being taken, was dragged round the walls in triumph.

The approach to Gaza is peculiarly beautiful, the road winding through a series of gardens, fenced with the Cactus Indicus, which here reaches to nearly as great a size as in Spain and Portugal, while rows of spreading sycamores afford an agreeable shelter from the summer heats. There are no antiquities at Gaza, but every traveller of course looks for the gates with some degree of interest. The streets are narrow, and the houses, most of them situated in gardens, are generally unglazed; the water, which is procured from wells, is both good and clear; provisions abundant and cheap. It is distant from the sea about three miles, a day and a half from Jaffa, and two long days' journey from Jerusalem. Descending from Gaza into the plain, the traveller, for three quarters of an hour, passes through an extensive olive ground. Leaving the small village of Bet Hanoon to the right, he crosses the torrent Escol, immediately after which he reaches the village Beeresnait. Here, if the traveller wishes to visit the ruins of Ascalāān, (Askelon,) he

turns off to the left, and follows the course of the torrent, close to which it lies. The ruins are distant from this place about eight or nine miles.

ROUTE TO ASCALAAN OR ASKELON.

After passing Barbara, a village a little to the left of the high road to Ashdod, the traveller crosses a sandy ridge till he descends into a well cultivated plain, close by the village of Naidé, after which he climbs an eminence, from which the ruins of Askelon may be distinctly seen. On the top of this eminence are the remains of an edifice, with some granite columns. Descending from thence, the traveller crosses a small stream in the intervening valley, and arrives at the ruins; the walls are built upon a ridge of rock, that terminates at the sea. They are of great thickness, and in some places of considerable height, flanked with towers at different distances. Patches of the wall preserve their original elevation; but in general it is ruined throughout, and the materials lie scattered around the foundation, or rolled down the hill on either side. The ground slopes within the walls in the same manner that it does without; the town was situated in the hollow, so that no part of it could be seen from the outside of the walls. Numerous ruined houses still remain, with small gardens interspersed among them. In the centre of the town are the remains of a theatre, and in the upper part, close to the sea, are the remains of a Christian convent, with a well of excellent water. Askelon was the birth-place of Herod the Great.

For the prophecies concerning this city, and Gaza, vide Zech. ix. 6, also Zeph. ii. 4.

Leaving Askelon, the traveller crosses the hills, till he reaches a village called Mezdel, (El Majdal,) about four

miles and a half distant; here he regains the track or high road to Ashdod. From this village to Hamami, it is about an hour's ride. Three quarters of an hour further brings the traveller to El Meschdin; in two hours more, (about six miles,) he reaches the ruined village of Tookrair, (the ancient Ekron,) situated on the top of a hill to the left; and in another half hour is Ashdod. The site of this ancient city lies to the left of the modern town, on the summit of a grassy slope. Psammeticus, king of Egypt, was twenty-nine years besieging this city before he took it, 1124 years B.C. Here the Philistines brought the ark of God, which they had taken from the Israelites, and carried it into the house of Dagon, their god.

ROUTE FROM ASHDOD TO JAFFA.

About two miles after leaving Ashdod, the traveller crosses the river, close by the ruins of a Roman bridge; on the opposite side of the river, on a small eminence, is the tomb of the Sheikh Rubin, surrounded by a square wall, with some trees inclosed. About three hours and a half from this tomb, is Yabne, (the ancient Jabneh*,) a considerable village; and in about four hours, or seventeen miles, the traveller reaches Jaffa.

DESCRIPTION OF JAFFA.

Jaffa may be literally called a town of stairs, for owing to the inequality of the ground on which it stands, most of the streets are paved in steps. It is built on an eminence overhanging the sea, and surrounded on the land side by high walls flanked with towers. The houses rise in terraces from the water's edge, and present to

* This city was taken by Uzziah, king of Judah. See 2 Chron. xxvi. 6.

those approaching it from the sea, a singularly pleasing appearance.

Jaffa is the port to Jerusalem, and what little trade it has is principally derived from the supplies necessary for pilgrims going to and from that city.

All the European powers have their consuls at this port. Jaffa (the ancient Joppa) is made mention of in the following passages of scripture:—2 Chron. ii. 16. Jonah i. 3. Acts ix. 36. 42.

JAFFA.

In this port Judas Macchabeus burnt the Syrian fleet, and in later times it is celebrated as the place where Buonaparte poisoned so many of his soldiers, who might otherwise have escaped death from their less cruel enemy the plague.

ROUTE FROM JAFFA TO JERUSALEM.

The first part of the road lies through gardens fenced with the Cactus Indicus (the prickly pear). These gardens open out into the plain of Sharon, celebrated in Scripture for its fertility and the beautiful flowers that grew spontaneously from the soil. This plain stretches along the coast, from Gaza in the south to Mount Carmel on the north. The eastern part of it is bounded by the hills of Judæa and Samaria; the soil is a fine sand, white and red, and though intermixed with gravel, appears fertile. The whole of the road lies over an undulating surface, partially cultivated and thinly inhabited, and far more wild in its appearance than the country of the Philistines, which the traveller has just left. About half way between Jaffa and Ramla is a well, and close to it a wood of olive trees, which tradition states was planted about the time of Godfrey of Bouillon. Soon after this

the traveller sees the village of Seraphan, standing upon a hill on the right hand, where there is also a cistern of water formed by the order of the Empress Helena. The traveller now approaches Ramla, three hours distant from Jaffa, or about nine miles. The ground about Ramla (the ancient Arimathea, where resided Joseph who took from the cross the body of our Lord, and laid it in his own sepulchre) is covered with rich verdure and adorned with many trees, of which the palm is the most conspicuous. On a high hill to the west of the town stands a ruined tower, called the Tower of the Martyrs. If the traveller purposes to stay at Ramla he can put up for the night in the Latino-Spanish convent—the universal home for all Christian travellers in this quarter. About a league to the E.N.E. in this plain is a miserable village called Loudd, where St. Peter cured Æneas of the palsy.

After a ride of about an hour from leaving Ramla, the traveller sees some mean houses on the top of a rocky eminence; he now commences the ascent of one of the stages of the plain, and in another hour arrives at the first undulations of the mountains of Judæa. The road winds by a rugged ravine round a detached and barren hill, on the summit of which is a ruined village, called Latroun, or the Thief's Village, from having been the birthplace of the criminal who repented on the cross, and in whose behalf Christ performed his last act of mercy. Three miles further on, the traveller enters the mountains; here the road becomes almost impassable. The whole distance from Jerusalem to Jaffa, according to the usual time of travelling, might be performed in about fifteen to sixteen hours; but owing to rugged and pathless rocks, over which the traveller must pass, it is impossible to perform it in less than a day and a half; the distance is calculated to be about forty-five or

forty-six miles. After ascending the most elevated summit of the chain of mountains, the traveller descends into the vale of Jeremiah. At the village of the same name, called by the Arabs Kariet el Aneb, he will have to pay a caphar (tribute money) to the Sheikh of the place, or to shew his firman. From the valley of Jeremiah the traveller descends into the vale of Turpentine, which is deeper and narrower than the former. Soon after this he comes to the brook where the youthful David picked up the five stones, with one of which he slew the giant Goliah; the stream is crossed by a stone bridge, the only one to be met with in these deserts. Close to it on the left stands the village of Kaloni. Having crossed the bridge, the traveller perceives the village of Keriet Lefta, on the bank of another channel, dry in summer. El Bire appears in the distance, on the summit of a lofty hill on the way to Nablous.

The road now lies through a desert, where a few wild olive trees are the only signs of vegetable life; the ground which had hitherto exhibited some verdure now becomes bare—presently all vegetation ceases. Ascending for about an hour, the traveller at length reaches an elevated hill, from the top of which he has a view of Jerusalem in the distance, and another hour's ride across a naked plain strewed with stones brings him to the termination of his journey.

JERUSALEM.

THE GATES OF THE CITY.

Bab el Ksalil, the gate of the beloved, opens to the west. The traveller leaves the city by this gate to go to Bethlehem, Hebron, and St. John's in the Desert, this

gate is called also the Jaffa gate, the gate of the Pilgrims, and the gate of Damascus.

Bab el Nah Dahoud, the gate of the Prophet David, is to the south, on the top of Mount Sion, nearly opposite to David's tomb, and the scene of the last supper.

Bab el Maugrabé, the gate of the Maugrabins, is situated between the east and the south, towards the valley of Annon, nearly at the corner of the Temple, and opposite to the village of Siloam. This is the Porta Sterquilinaria through which the Jews led Jesus Christ to Pilate, after they had seized him in the Garden of Olives.

Bab el Derahie, the Dorean gate: this is to the east, and contiguous to the court of the Temple. Through this gate Christ entered Jerusalem, when the people strewed palm branches before him. The Turks have now walled it up: they have a prediction that the Christians will some day or other take the city by this gate.

Bab el Sidi Mariam, the gate of the Blessed Virgin, is to the east, opposite the Mount of Olives. In the time of the Jews it was denominated the Sheep Gate.

Bab el Zahara, the gate of the Dawn, looks towards the north, and leads to the Grotto of the Lamentations of Jeremiah.

Bab el Hamond, or Bab el Cham, the gate of the Columns, or of Damascus, looks towards the north-east, and leads to the Sepulchres of the Kings, to Nablous, to St. Jean d'Acre, and to Damascus. The pilgrims formerly entered by this gate, but now they enter by that of Jaffa or Bethlehem; and to this cause it is owing that the name of the gate of Damascus has been transferred to the gate of Jaffa, or the Pilgrim's gate.

LATIN CONVENT OF ST. SALVADOR.

Entering Jerusalem by the Jaffa gate, the traveller takes up his quarters at this convent during his sejour in this city. By the laws of the Franciscan brotherhood, ladies cannot be admitted within the precincts of this convent, either to visit or reside; but for the accommodation of those whom either curiosity or devotion may induce to visit the holy city, the monks of St. Salvador have erected a comfortable building on the other side of the street, guarded by a high wall and strong door, like that of the convent itself, and quite secluded.

The pilgrims (travellers) do not eat with the fathers, as at Jaffa. A separate provision is made for them, and they may go to what expense they please. If they are poor, they are supplied with food gratis, if they are rich, they pay for such things as are bought for them; so that the convent does not get by them one single farthing.

Lodging, bed, linen, lights, and fire, are always furnished gratis, as a tribute due to hospitality.

A cook is also placed at the traveller's disposal.

Beef is never eaten here. Pigeons and game are plentiful and cheap. The wine of Jerusalem is very much like Roussillon, both in taste and colour; the bread made at the convent is excellent.

WEIGHTS AND MEASURES.

The quintal of Jerusalem is equal to one hundred rolts.

The rolt is equal to nine hundred drachms, or two okes and a quarter, rather more than eight pounds English.

Mutton sells at $2\frac{1}{2}$ piastres the rolt.

Veal sells at . 1 piastre the rolt.
Oil . . . . 3 piastres the rolt.
Vegetables are very dear, being brought from Jaffa and the neighbouring villages.

Having provided the traveller with a comfortable home, I shall next endeavour to guide him through the streets. The three principal are :—

Harat bab el Hamond, the street of the gate of the column, it crosses the city from north to south.

Souk el Kebiz, the street of the great bazaar, which runs from east to west.

Harat el Allam, the Via Dolorosa, commences at the Virgin's gate, passes the Prætorium of Pilate, and terminates at Calvary. The seven small streets are :—

Harat el Muslmin, the street of the Turks.

Harat el Nassara, the street of the Christians, leading from the holy sepulchre to the Latin convent.

Harat el Asman, the street of the Armenians, to the east of the castle.

Haret el Youd, the street of the Jews, in which are the shambles of the city.

Harat el Zahara, or street of the rebels and wicked people.

Harat el Magrabe, street of the Magrabins, descendants of the Moors, banished from Spain by Ferdinand and Isabella.

GENERAL DESCRIPTION OF THE CITY.

Jerusalem is called by the Mahometans El Gootz, the blessed city; the streets are narrow and deserted, the houses dirty and ragged, the shops few and forsaken; and throughout the whole there is not one symptom of commerce, comfort, or happiness. The best view of it is

from the Mount of Olives, which commands nearly all the principal objects of interest, viz., the church of the holy sepulchre, the Armenian convent, the mosque of Khalif Omar, St. Stephen's gate, the round topped houses, and the barren vacancies of the city. Without the walls are a Turkish burial ground, the tomb of David, a small grove near the tombs of the kings, and all that remains is a bare surface of rock on which are a few olive trees. The mosque of Omar has a light and elegant appearance; the garden in which it stands occupies a considerable part of the city, and, contrasted with the surrounding desert, is beautiful; the burial place of the Jews is over the valley of Kedron; the burial place of the Turks is under the walls, near St. Stephen's gate. An embattled wall, fortified with towers, encompasses the city all around; excluding, however, part of Mount Zion, which it formerly inclosed. In the western quarter, and in the centre of the city, the houses stand very close; but in the eastern part, along the brook Kedron, are several vacant spaces; among the rest, that which surrounds the mosque erected on the ruins of the temple, and the spot where once stood the castle of Antonia, and the second palace of Herod. The houses of Jerusalem are heavy square masses, very low, without chimneys or windows; they have either flat terraces, or domes on the top, and look like prisons or sepulchres.

The interior of the city is equally as dull as its exterior; even the principal streets are unpaved, and full of inequalities and loose stones, covered with dust in summer, and in winter over the shoes in mud; canvass stretched from house to house increases the gloom of this labyrinth. Bazaars roofed over and fraught with infection, completely exclude the light from this desolate city. Scarce-

ly a creature is to be seen in the streets, except now and then a peasant, gliding through the gloom, concealing under his garments the fruits of his labour, lest he should be robbed of his earnings by the rapacious soldier.

Since, however, Palestine has been under the government of Mehemet Ali, Franks, and particularly Englishmen, are treated with civility and respect. We have now a resident consul here, and any reasonable complaint is sure to be attended to.

The journey to Jerusalem is now accomplished with as little risk as a trip to Paris; neither is it necessary, as it formerly was, to wear the Turkish costume, the Frank dress, in many places, being a better protection.

REMARKABLE PLACES WITHIN THE WALLS.

THE HARAM SCHEREEFF AND MOSQUE OF OMAR.

The Haram Schereeff is the name given to the whole space inclosed about the mosque, and is interpreted to mean the grand or noble retirement for devotion; Franks are not allowed to enter its sacred precincts. Dr. Richardson and Ali Bey are, I believe, among the few Franks who have had the good fortune to visit it. The mosque of Omar, or El Sakhara, is built on the southern slope of mount Moriah, on the same site where formerly stood the Temple of Solomon; it is the Saint Peter's of Jerusalem. To the south, and nearly opposite to the Kob el Kebla, by far the finest door of the Sakhara, is the mosque El Aksar. Between these two mosques is the orange fountain, so called from a clump of orange trees that grow near it. At the south-east corner of the same inclosure is the grotto of Sedn Aisa, or grotto of the Lord Jesus.—Vide travels of Ali Bey and Dr. Richardson, for a full account of this mosque.

THE HOLY SEPULCHRE.

The access to the church is rather difficult, from its being so much blocked up with buildings. The only entrance is from the south. Over the doorway is sculptured the triumphant entry of our Saviour into Jerusalem. To the left of it is a high tower, the ancient belfry. The first object pointed out to the traveller is a slab of marble in the entrance hall, said to cover the stone of unction, on which the body of our Saviour was prepared for the tomb. (St. John xix. 39.) Advancing a few paces to the left, the traveller reaches the nave; it is of a circular form, surrounded by sixteen pillars supporting galleries, and covered in by a dome. In the centre of this area, is a small oblong marble building, surmounted by a small cupola standing upon columns; this covers the supposed site of our Lord's tomb. In the outer chapel is a block of polished marble, which marks the spot where the angel announced the tidings of the resurrection. (Matt. xxviii.) Stooping down, the traveller passes under a curtain, and enters the sepulchral chamber where our Saviour, when taken from the cross, was deposited, as they say, by Nicodemus. (St. John xix. 39—42.) Since the fire of 1808, which burnt a considerable part of the church down, it is almost entirely in the hands of the Greeks, who defrayed the expense of repairing and rebuilding it. The sepulchre escaped unhurt. On the north side is the chapel of the apparition, where our Saviour appeared to Mary Magdalene after his resurrection. (St. Mark xvi. 7—9.)

Near the doorway is an altar in commemoration of the flagellation of our Saviour. (St. John xix. 1.) Behind the choir is another altar, erected over the spot where the soldiers drew lots for his garments. (St. John xix.

23.) To the right of this, the traveller descends a flight of steps into the subterranean chapel of St. Helena. A further descent of eleven steps leads into a rocky cavity where the three crosses are said to have been found by her.

Returning into the church, close to the left, is the chapel called Impropere, where a block of marble is shown, as the one on which our Saviour was buffeted by the soldiers. (Matt. xxvii. 27, and following verses.) From hence the traveller ascends a dark narrow staircase, which brings him out upon the rock of Calvary, otherwise called Golgotha.

All the various sects of Christians have their respective chapels in the holy sepulchre, but the chief direction of it is intrusted to the Latin church.

MOUNT ZION.

The Armenian convent, by far the handsomest in Jerusalem, with its church and gardens, occupies the whole of that part of Mount Zion which is now within the walls; by far the greater part of it lies outside of them. The mosque of the prophet David, said to be built over his tomb, is situated on the middle of that part of it which is now excluded from the city. Part of this building marks the site of the house where our Saviour ate the last supper with his disciples. To the right of this mosque, and between it and the gate of the city, is a small Armenian chapel, built on the spot where formerly stood the palace of Caiaphas. A few paces to the west of this chapel there is a Christian burying ground. A little to the south of this is shewn the spot where the Virgin Mary expired; and to the north of the gate, it is

said, the cock crew to Peter. Fixing the identity of this spot, I consider to be an unfair trial of one's faith.

EXCURSIONS WITHOUT THE WALLS.

RAVINE ON THE WEST OF THE CITY.

The first object that arrests the attention of the traveller, is a large square cistern a little below or to the south of the gate of Bethlehem. This cistern is evidently of Jewish workmanship, and is the pool alluded to in the 3rd chapter, 16th verse, of the book of Nehemiah, and in the 2nd of Chron. chap. xxxii., 30th verse. Above, or to the north of this pool, the ravine is called the valley of Gihon, and below it, the valley of the son of Hinnom. Proceeding down the ravine, the traveller sees a number of sepulchres on the right hand side, opposite the city. They are cut in the rock, and are very well executed; many of them have a series of small apartments, communicating with each other. These are the tombs alluded to in the 3rd chapter of Nehemiah, 16th verse. There are no tombs on the left side of the ravine, the side the city stands on. The traveller now arrives at the south-west corner of Mount Zion, and here the ravine takes an easterly direction; following the ravine, the traveller reaches the potter's field, (the price of our Saviour's blood.) On the right hand side, half way up the bank, is a square charnel house, where bodies are to be seen in all the stages of decomposition. A little further down, is the cave in which the apostles hid themselves after the crucifixion of our Saviour. The ravine now becomes wider, and passes off to the valley of Santa Saba. In this broad space is shewn the well of Nehe-

miah. It is at the south-east corner of Mount Zion, at the entrance of the valley of Santa Saba, along which runs the brook Cedron, and which valley, turning to the left and proceeding in a northerly direction, the traveller now ascends. On his right hand is the village of Siloa, partly built, and partly excavated from the solid rock. On the left, a small low projecting point, on the edge of Mount Zion, is pointed out as the place where the prophet Isaiah, by the command of Manasseh, was sawn asunder.

A little higher up, the traveller comes to the pool of Siloam, which is also called the fountain of the stairs. A flight of sixteen steps leads down to a platform, and another flight of thirteen leads directly to the water, which is fresh and good. Nearly opposite to the pool of Siloam, on the right hand side, ascending the bed of the river, are three ancient monuments, nearly entire, which are called the tombs of Jehoshaphat and Zachariah, and the pillar of Absalom. None of these monuments, painful as it may be to rob them of the only interest they possess, properly belonged to the individuals whose names they bear. The two former are cut out of the rock, nearly square, and adorned with columns; the pillar is square at the base, adorned with pilasters, and has three stages, gradually contracting in size; at the top it is rounded in the form of a cupola. These monuments stand contiguous to each other, on the edge of the valley of Jehoshaphat, which stretches out between the brook Cedron and the Mount of Olives, and is filled with graves, dug in the rocky flat; there the Jews still continue to bury their dead, as of old.

A little higher up the brook Cedron, is shewn the print of our Saviour's foot upon the rock, marking the

spot where he was arrested by the officers of the chief priests. A little further on, the traveller comes to a bridge of one arch over the brook Cedron; and above the bridge, he passes the tomb of the Virgin Mary, on the right adjoining the gardens of Gethsemane, after passing which, the tombs again commence in the valley, and continue for a considerable way. Leaving the brook Cedron at the north end of these last mentioned sepulchres, and crossing the field in a westerly direction, the traveller comes in about a quarter of an hour to the tombs of the kings; the road down to them is cut in the rock, and the entrance is by a large doorway, also cut in the rock. It leads into a deep excavation open above, about fifty feet long by forty wide, and about twenty feet deep. Heaps of sand are piled up along the sides, and the whole has much the appearance of a sand-pit; the west end seems to have been ornamented with the greatest care. In the south-west corner, a low narrow door leads into a series of chambers, in each of which there are a number of excavations cut in the rock for the reception of the dead, similar to those of Malta near to its ancient capital of Citta Vecchia. The innermost apartment is the most ornamented, and has the mantling vine with clusters of grapes twined round the pilasters, and carved in the sarcophagi.

Near the wall of the city, on the north, is shown what is called the prison of Jeremiah. (Jer. xxxviii.)

THE VALLEY OF JEHOSHAPHAT,

Or, as it is called in the 19th chapter of Jeremiah, the valley of the son of Hinnom, or the valley of Tophet, is a rocky flat with a few patches of earth here and there; it extends from the small village of Siloa northwards between the brook Cedron and the Mount of Olives,

and lies on the east of Jerusalem. It is about half a mile broad from Cedron to the Mount of Olives, and nearly of the same length from Siloa to the gardens of Gethsemane. The road to the Mount of Olives, Bethany, Jericho, the Dead Sea, and the river Jordan, passes through it. It is filled with ancient tombs, cut out of the rocks.

GETHSEMANE.

The gardens of Gethsemane, so celebrated in Scripture, are now in a miserable condition; a few olive trees of great age, hedged round with a stone fence, are all that remain of them. Adjoining these is shown a grotto, to which our Saviour retired in his agony after leaving his disciples to watch.

The tomb of the Virgin Mary is pointed out to the traveller in the valley I have just described, as he approaches the gardens, though she is well known to have died at Ephesus and to have been buried there.

THE MOUNT OF OLIVES,

Is a beautiful round tabular hill, covered with verdure and crops of grain, with a sprinkling of olive trees in different places. Half way up the hill are the ruins of a monastery, built on the place at which our Saviour turned and wept over Jerusalem, foreseeing how her people should be scattered, and her high places made desolate.

BETHLEHEM,

The birth-place of our Saviour, is a small village about six miles from Jerusalem, or two hours' journey. Here

is shown the stable (a grotto* in the rock) in which this memorable birth took place. What would be the sensations of the Christian who set foot in such a spot, if there were any probable grounds for believing its identity ever to have been established!

THE POOLS OF SOLOMON.

An hour's ride from Bethlehem in a southerly direction, over a rugged and disagreeable road, are the Pools of Solomon; they are situated at the south end of a small valley, and as they communicate with each other, are capable of holding a large body of water, which they discharge into a small aqueduct that conveys it to Jerusalem; both fountains and aqueducts bear the marks of very high antiquity.

ST. JOHN'S IN THE DESERT.

Leaving Jerusalem by the gate of Bethlehem, and turning to the right, the traveller crosses the ravine and proceeds in a westerly direction. In about ten minutes he reaches a cistern, said to be the upper fountain of Gihon; it is dug in the rock, in the same manner as the pools of Solomon. Here Zadok the priest and Nathan the prophet anointed Solomon king over Israel. The traveller next passes the tombs of the Maccabees, situated on the summit of a lofty hill to the right; and in an hour's ride from the time of leaving Jerusalem, arrives at the convent of St. John, built it is said on the spot where John the Baptist was born. About twenty minutes' ride from this convent is that part of the valley of Turpentine

* The chapel of the nativity is built over and around this grotto; the interior is very rich in ornaments, and the vessels of the altar, if genuine, are of great value.

(the valley of Elah) where David slew Goliah. This I have already noticed in the journey from Jaffa.

EMMAUS

Is about two hours' distance from Jerusalem to the N.W. of Modin, the country of Samuel, whose burial place is much honoured, and covered by a Turkish mosque. To the west of Emmaus are shewn the mountains of Gibeon and the valley of Ajalon, where the sun and moon stood still at the prayer of Joshua the son of Nun, or rather where Joshua and his army witnessed the miracle which brought confidence to them and terror to their enemies.

HEBRON.

Hebron (El Chalil) is a large, and, for Palestine, a flourishing town. After leaving Solomon's pools, the only places the traveller passes are Hallul and Schehid. The whole of this route is among the mountains, and the scenery around Hebron is of a wild and picturesque character. It is principally celebrated from the circumstance of its being built close to Machpelah, the burial place of Abraham and Sarah, Isaac, Rebekah, and Jacob*. The castle of Abraham is situated about eleven miles to the left of this town; it is quite in ruins, and bears marks of a very high antiquity. Hebron is distant from Bethlehem, through which place the road from Jerusalem passes, about seven hours' journey, or three and twenty miles, and about nine hours from the latter place.

Twenty miles south of Hebron is the ancient Beersheba, the most southern part of the Holy Land. Here Abraham made an alliance with Abimelech king of Gerar. Gen. xxi. 32.

* Vide Gen. xxiii. 19; xxv. 10; xlix. 29—33; l. 13.

ROUTE TO BETHANY, JERICHO, AND THE JORDAN.

After crossing the valley of Jehoshaphat, and part of the Mount of Olives, in half an hour the traveller reaches the small village of Bethany* on the road to Jericho. It was in this village that our Saviour raised Lazarus from the dead†; his tomb, (a grotto, of course,) the houses of Simon the leper, of Mary Magdalene and Martha, and the identical fig tree which our Lord cursed, are among the curiosities of the place pointed out by the monks to the traveller's notice.

There are two roads by which the traveller can return to Jerusalem from Bethany; the one passes over the Mount of Olives, the other winds round the east of it, and is the shorter and easier of the two.

After leaving Bethany the traveller descends into a narrow valley, at the head of which is a spring of water called after the Apostles. Proceeding from thence for about two hours, over an uncultivated barren country, alternately hill and dale, the traveller arrives at the mountainous desert into which our Saviour was led by the Spirit to be tempted by the devil. From the top of these hills of desolation there is a fine prospect of the mountains of Arabia, the Dead Sea, and the plains of Jericho. Though the whole journey from Jerusalem to Jericho does not at the most occupy more than six hours' travelling, yet probably in the whole of Palestine it would be difficult to find a road which, from the earliest period of antiquity down to the present time, has been more beset by robbers. On this very road is laid the scene of the parable of the good Samaritan‡.

* St. John xi. 18. † St. John xi. 25. ‡ Luke x. 30.

JERICHO.

The modern representative of this ancient city is a miserable Arab village, now deserted by its inhabitants.

A fine brook flows by it, which empties itself into the Jordan, from the nearest point of which it is distant about three miles. The only object of interest in the village is the supposed house of Zaccheus.

Leaving Jericho, the traveller should visit the river Jordan, and if the country be sufficiently safe, the Dead Sea *, and return to Jerusalem by the wilderness of Zeph and the convent of St. Saba †.

ROUTE FROM JERUSALEM TO NAZARETH, BY NABLOUS, BISAN, TIBERIAS, ETC., ETC.

	Days.
From Jerusalem to Khan Leban . . .	1 ‡
Khan Leban to Sebasté	1
Sebasté to Jenin	1
Jenin to Bisan	1
Bisan to Tiberias	1
Tiberias to Nazareth	1
	6 days' journey.

* An excellent description of the Dead Sea will be found in the Modern Traveller (Palestine).

† The situation of this convent much resembles that of Sinai, being built amidst precipices, on the brink of a deep glen, at the bottom of which the Cedron flows, and surrounded with walls and buttresses of immense strength. The passage over the wilderness of Zeph will give the traveller a much more complete and intimate view of the lake than the usual route to Jericho, which conducts only to its commencement at the embouchure of the Jordan.—Carn's Letters from the East.

‡ About eight hours may be reckoned, on an average, for each day's journey.

DESCRIPTION OF THE ROUTE.

In three hours and a half from Jerusalem the traveller reaches Beer, the Michmash of scripture. (1 Sam. xiv. 5.) Jotham fled to this place from the vengeance of his brother Abimelech. (Judg. ix. 21.) It has a well of good water, from whence it derives its modern name. Close to it are the ruins of a khan, and on the top of the hill are some slight traces of a ruined convent. A little beyond Beer two roads meet; that on the right is the road to Nablous. Two hours from Beer, the traveller passes the village of Einbroot, situated on the top of a hill to the left. The adjoining valley is well cultivated, and the sides of the hills are raised in terraces and planted with the olive, the vine, and the fig tree. A little further on, the country becomes much more wild and barren; and in eight hours from leaving Jerusalem, the traveller arrives at Khan Lebân, pleasantly situated in a small valley, in which are the ruins of an old khan, and a spring of clear water much infested with small worms. Here the traveller must pitch his tent for the first night's rest. The village of Lebân is at the other end of the valley. Second day:—After passing this village, the road, winding with the valley, proceeds in a northerly direction. Here the ground is rich and well cultivated. Beyond the village of Zanio, the road lies over a mountainous and barren tract, for a considerable distance, till at length it descends into a fertile valley. Here the traveller passes three picturesque villages, close to each other, viz. Cousa, Anabous, and Couara; from this latter village, it is about two hours and a half to Nablous. Continuing the route, the traveller sees on the right the tomb of the Patriarch Joseph in the plain below him; it is now a Turkish oratory. Soon after this, he passes close by Jacob's well,

a little off the road. After crossing a stream of water, the remainder of the route lies through an olive grove, till the traveller finds himself at Nablous, (a corruption of Neapolis,) the Shechem of the Old, and the Sychar of the New Testament, one of the oldest cities in Palestine. It is situated in a narrow valley, between Mount Ebal and Mount Gerizim, having the former on the north and the latter on the south. It was here that the commands of Moses were carried into effect by Joshua. Six of the tribes stood over against Gerizim to bless the people, and the other six upon Ebal to pronounce that awful commination which our church yet retains in her Liturgy. (Joshua viii. 33, 34; Deut. xxvii. 11.) The modern town consists of two long streets, running through the centre of the valley, intersected by several smaller ones. For the size of the town, the bazaar is large and well supplied with all the usual requisites for an eastern market. The environs are enlivened with small gardens, which skirt the banks of the river that waters the valley.

In three quarters of an hour from Nablous the traveller comes to a copious spring of good water, called Beer Sheba, and a quarter of an hour further brings him to Sebasté, the termination of his journey for that evening.

Sebasté, (the Greek name for Augusta,) according to the fifteenth book of Josephus on the antiquities of the Jews, is the name that Herod gave to the ancient city of Samaria, when he rebuilt and fortified it. According to his account it was one long day's journey from Jerusalem, (about forty-eight miles, or sixteen hours, at the average rate of three miles an hour, the usual rate of calculating the distances by hours in Palestine.) Sebasté stands on a large insulated hill, compassed all around by a broad deep valley. The valley itself is surrounded by

four hills, which are cultivated in terraces up to the top. The present village is small and miserable. Its environs are however rich in antiquities.

Here formerly stood the ancient capital of the kingdom of Israel, which, after being governed by nineteen wicked kings, for the space of two hundred and seventy years, was finally taken by Shalmanezer, the king of Assyria, and the whole of the ten tribes carried into captivity and dispersed through the cities of the Medes. The fate of this unfortunate, but guilty people, has been often a matter of conjecture; their existence even was long considered problematical, till a recent traveller in India discovered the traces of them in the central part of Asia, on the borders of China.

The limits of the present work prevent me from entering on this interesting subject at length, but I may venture the remark, that as all the passages in Scripture which promise the restoration of this people, seem to refer to the children of Judah only, there is every reason to suppose that the ten tribes were, as captives, dispersed among their conquerors, and their nationality could only have been preserved by a miraculous interference, which we have no reason to expect.

Leaving Sebasté the next morning, the traveller passes through Bet Amareen, a small village beside a stream of water. After leaving this valley, he crosses the mountain to the left, and an hour's journey along a very rough and stony ravine, brings him to the village of Gibba, surrounded with olive and pomegranate trees. From Gibba he proceeds along the valley to Sannour, which is a fort erected on an isolated mountain that springs up in the centre of the valley.

A few miles further on the right is Abăta, a pleasant looking village, and situated, like Gibba, among olives and

pomegranates. Continuing the route along the narrow dell, the traveller crosses another mountain on the left, and then descends into the beautiful vale of Ezdraëlon, at the entrance of which stands the town of Jenin, the frontier town of Samaria, on the borders of Galilee. It is supposed to be the Jezreel of Scripture, where the kings of Israel had a palace, where Naboth was murdered, and Jezebel precipitated from a window and eaten by dogs. It contains many ruins, but none of very ancient date. The next day's route lies entirely along the valley of Ezdraëlon, which is watered by a small stream which must be crossed and recrossed several times during the march. In four hours from leaving Jenin the traveller reaches its source, and in two hours more arrives at the miserable village of Bisan, the Scythopolis of the Greeks and Romans, and the Bethshean of Scripture. (Joshua xvii. 11.) Here the Philistines fastened Saul's body to the wall after the battle of Mount Gilboa, in which he was slain. (1 Sam. xxxi.)

Just before reaching this village, on the left of the route, the traveller sees the remains of a Roman fortress and theatre, with many vaults and columns *. While at Bisan it is requisite to look well after your luggage; the inhabitants of all this district have been long celebrated for their thievish propensities.

The next day the traveller pursues his route up the delightful plain of the Jordan towards Tiberias. Mount Gilboa comes close to Bisan, and bounds the road on the left. The plain of the Jordan, which stretches down on the right, is extremely beautiful. It is here bounded on

* If the traveller can obtain a sufficient escort, he should make a point of going to Jerash, about two days distant on the other side of the Jordan. There may be seen a great many interesting remains of Roman architecture in a very perfect state.

the east by a mountain range, a part of Mount Gilead. After a ride of nearly three hours, the traveller comes to the river Jordan; close to its edge is a large khan. Some distance higher up, he passes the eastern ridge of Mount Gilboa. The valley now gradually contracts till, after eight hours' riding, he reaches the lake of Tiberias, or sea of Galilee, a large fresh water lake, about twelve miles long and six broad. The walls of Tiberias have an imposing appearance, but the town itself is miserable, and one fourth of the space within the walls is unoccupied by house or building. There is a college of Jews here. About a mile from the town, and close to the edge of the lake, are the hot springs, inclosed by a small square stone building, surmounted by a dome. Tiberias was anciently one of the principal towns of Galilee. It was built by Herod the Great, and named after the Roman emperor, with whom he was a distinguished favourite.

The first part of the next day's route lies through a very hilly country, but the soil is deep and of a good quality, producing excellent pasture. In about an hour and a half, the traveller passes the place where Christ is supposed to have fed the multitude with the five loaves and two fishes.

In about an hour and a half further the traveller passes Mount Hermon and Mount Tabor, at a considerable distance to the left. A little further on is a well of excellent water. After this the country becomes more thickly inhabited, and several considerable villages are passed with the hills and dales around them in a high state of cultivation. In about five hours and a half from Tiberias the traveller reaches Couvercane, or Carne Galil, the Cana of Galilee where Christ performed his first miracle of changing the water into wine. (St. John ii. 11.) Leaving Cana of Galilee, the traveller continues his route over

hill and dale for an hour and a half longer, and descends into the delightful vale of Nazareth, encompassed on every side by lofty barren mountains. The village stands on an elevated situation on the west side of the valley, ornamented by numerous fig plantations and small gardens fenced with hedges of the prickly pear. The convent is built on the spot where the Angel Gabriel saluted the Virgin Mary with the joyful tidings of salvation. Here, as at Jerusalem, divers other localities are pointed out to the pilgrim as connected with the early life of our Saviour and his parents. There are many Christians in Nazareth, who are a civil and industrious class of people, and the village is much better provided with every necessary and convenience of life than Tiberias. The convent is a comfortable habitation, and close to it is a house built for the accommodation of ladies.

About a mile and a half from Nazareth is the mount of precipitation alluded to by St. Luke, iv. 29.

ROUTE FROM NAZARETH TO DAMASCUS.

From Nazareth to Mensura	1 day.
Mensura to Yallahé	1
Yallahé to Hasbia	1
Hasbia to Caton	1
Caton to Damascus	1
	5 days.

DESCRIPTION OF THE ROUTE.

For nearly four hours after starting, the traveller retraces his steps on the road to Tiberias, and on coming opposite to Mount Tabor, he strikes off to the left, at a place where there is no road nor scarcely a track percep-

tible. After traversing a long and tedious hill, he enters a beautiful valley, totally uncultivated. Having cleared this solitary vale, he ascends another hill and travels on for about four hours from the time of leaving the road to Tiberias, till he comes in sight of a large village called Magâra, on the side of a hill; at the bottom of this hill is a copious spring of excellent water; near to the spring is the village of Mensura, delightfully situated amidst olive groves, and commanding a fine view of the lake of Genesareth; here the traveller must pitch his tent for the night. The next morning the traveller wends on his way down the hill to regain the road in the plain—which he had left the night before to pitch his tent at a convenient watering place—and pursues his route over a picturesque country of hill and dale, covered with copse wood and long grass. After passing two small streams, which run towards the lake of Genesareth, he enters an extensive open field, supposed by some to be the spot where Joseph was sold by his brethren. A little further on is Gib Yousouff, or the pit into which Joseph was cast, distant from Mensura about three hours and forty minutes. Here is a large khan for the accommodation of travellers, and a well of excellent water.

The road now lies along the banks of the river Jordan, over a fine undulating plain. A little above Gib Yousouff the road turns off for Jacob's bridge, which is the most direct road for Damascus; but by far the most agreeable route is by the Jordan. Throughout its course the river is bounded by a chain of mountains on each side. On the east they rise up almost precipitously from the bed of the river. On the west there is a fine fertile vale, about half a mile broad, between the river and the mountain, on which latter side the route lies. A short

distance further on, the river passes through a small lake, supposed to be the lake Lemechonites of Josephus. In an hour and a half after passing the lake, the traveller comes to a mill and a soap manufactory in ruins, situated at the source of a large stream nearly as broad as the Jordan; it is called Giersh.

Continuing his route for an hour longer, through a highly cultivated country, he pitches his tent for the night close by the village of Yallahé. Early the next morning the traveller reaches the head of the beautiful vale of the Jordan. After traversing for several hours a variety of the wildest mountain scenery, he will take up his quarters for the night in the delightful valley of Hasbia, where the river runs into the Bahr el Hoolya, or lake of Jordan. In the vale of Hasbia the silk-worm is successfully cultivated in great abundance. The banks of the river and streams throughout the valley are covered with numerous plantations of mulberry-trees, well cut and watered, and in the highest order. The next morning the traveller enters the Pachalic of Damascus: but all the power over this part of the country is vested in the prince of the Druses.

After travelling for six hours through a stony and barren tract thinly populated, and with occasional patches of cultivation, the traveller encamps for the remainder of the day at a spring of water close by the road side, near the Christian village of Reshia, situated upon a hill about two miles distant. The next morning the traveller winds his way over the hill, leaving Reshia on his right. The scenery around is stony and mountainous, interspersed here and there with patches of cultivation, but the green shrubs on the hill, backed by the snow-capped Gibl Sheikh, (the highest mountain of the range,) and lighted up

by the beams of a morning's sun, present a charming view of mountain scenery, and relieve much of its dreary appearance. In three quarters of an hour the traveller passes the village of Fircook on the left, and separated from the road by a deep ravine, in which runs a stream of water. The houses are high, and are built on terraces that rise one above the other on the face of the bank. From Fircook the scenery continues wild and rugged all the way to Rahlee, which is four miles distant from Reshia. Here are the remains of a small Roman temple. Upon a higher elevation are the remains of another edifice, which is called the palace. Travelling on for two hours further, the traveller descends a steep hill and quits the mountain defiles for a stony uncultivated plain. Traversing this plain for about three hours, he reaches the village of Caton, (Ktana,) and near to it is a small stream, on the banks of which he must pitch his tent for the night. The inhabitants of this village are all Mussulmen. The ground immediately around Caton is dry and barren. As the traveller advances the next day, both soil and verdure improve; the plain is remarkably flat, well cultivated, and intersected by small streams of water that pass through it in all directions. The road is a narrow, regular, well-worn track. Over the whole plain not an inclosure is to be seen, but a large extent in the foreground is covered with wood. In five hours from Caton the traveller comes to a small village with a large cemetery close to it; passing these he journeys on for about an hour through a plantation of walnut trees, and to his great joy finds himself at Scham Damaschk, (Damascus,) at the conclusion of a six hours' journey from the time of leaving Caton.

ROUTE FROM NAZARETH TO ACRE.

(One day's journey, or seven hours.)

The road lies at first in a northerly direction, over the hills which encompass the vale of Nazareth on that side; it then turns to the westward, over a hilly and stony tract, till the traveller reaches the village of Sephoury, three hours distant from Nazareth. This village occupies the site of the ancient Sepphoris, described by Josephus as the largest city in Galilee. Here was held one of the five Sanhedrims of Palestine, the others being held at Jerusalem, Jericho, Gadasa, and Amathus. It existed as a flourishing city till the year 339, when it was destroyed by the Romans, in consequence of an insurrection of the citizens. The castle, once the acropolis of the city, stands on the top of the hill, nearly half a mile above the village. After leaving Sephoury, the traveller enters the delightful plain of Zabulon; about a mile and a half further is the well of Zabulon, and opposite to it, at the foot of a mountain, is the walled village of Kaffer Mender. The road now lies through the narrow vale of Abylene, bounded by low hills covered with oak trees, to the village of the same name. Two miles further is another well, at the foot of a hill, on which is the village of Pere. Soon after this the traveller enters upon the plain of Acre, and one hour and a half more brings him to the city. The whole distance does not exceed twenty-one miles.

ROUTE FROM NAZARETH TO ASSALT.

From Nazareth to Bysan	1 day.
Bysan to Abu el Beady	1
Abu el Beady to Assalt	1
	3 days.

DESCRIPTION OF THE ROUTE.

This route lies over a mountainous country, and the roads are very bad at certain seasons. In two hours from Nazareth the traveller passes a small rivulet, and comes to the village of Denouny, near which are the ruins of Endor, where the witch's cave is shewn. From hence the route lies S.S.E., leaving Mount Tabor to the left, along the plain of Ezdraëlon; there are several springs on this route, but the country is a complete desert. At five hours and a half is the village of Om el Taybe. In six hours and three quarters the traveller passes through the village of Meraszrasz, situated upon the summit of a chain of hills, and at the source of the Wady Oeshe, which falls into the Jordan. Beyond Meraszrasz the traveller begins to descend, and in seven hours and three quarters from leaving Nazareth he reaches the bottom of the valley of El Ghor; in about half an hour from this point is the town of Bysan (described in the route between Jerusalem and Nazareth). Here he encamps or finds a shelter for the night.

Leaving Bysan the next morning, the traveller crosses the valley till he reaches the banks of the Jordan, about two hours distant. The river is fordable in many places during summer, but the few spots on which it may be crossed in the rainy season are known only to the Arabs. After crossing the river the route lies close to the foot of the eastern mountain. In half an hour from the ford, the traveller crosses the Wady Mous, which runs from the mountains of Adjelon. In one hour and a quarter Wady Yabes is passed, and near it the Mezar or Saints' Tomb, called Sherhabeib. In two hours the traveller comes to a stony and hilly district, intersected by several deep *wadys* or torrents. The route is alternately S. and S. by W. After riding for six hours, the traveller reaches

Amatha, the site of the ancient Amathus; here are traces of a very considerable city. In about three quarters of an hour further, the traveller reaches Abu el Beady, the termination of his second day's journey. Abu el Beady is a small village of huts, collected round a mosque, built over the tomb of a sultan of Yemen, who died on this spot on his way from Arabia Felix to Damascus. The tomb and mosque are very ancient, and both are ornamented with a number of Arabic inscriptions.

Leaving Abu el Beady the next morning, the traveller proceeds from thence in a more westerly direction. In a quarter of an hour he passes the northern branch of the river El Zerka, near a mill. In one hour he reaches the principal stream; and having gained the other side, he ascends the mountain by a steep but tolerably good road. On its summit are some ruins of considerable extent; they are called by the Arabs, El Meysera, and are distant from Assalt (or Szalt) four hours and a half.

From El Meysera the road continues over an uneven track, along the summit of the lower ridge of mountains which form the northern limits of the Belka. The traveller now enters a climate quite different from that of the Ghor, which is dreadfully oppressive during the summer months. In the Belka mountains, on the contrary, the atmosphere is constantly refreshed by cool breezes, and the wayfarer rejoices in the grateful shade of fine oak and wild pistachio trees, with a scenery far more resembling that of Europe than Asia. In three quarters of an hour from El Meysera is a spring, and beyond it a ruined village called El Herath. About one hour to the south-east of Herath are the ruins of Allan and Syhhan; and at the end of two hours the traveller reaches the foot of the mountain called Djebel Djelaad, (the Gilead of the Scriptures.) Upon it are the ruined towns called

Djelaad and Djelaoud. After ascending the western extremity of the mountain, the traveller reaches the lofty ridge called Djebel Osha, whose summit commands the whole of the Belka. In three hours and a quarter from El Meysera, the traveller passes near the top of Mount Osha. All this district is richly ornamented with fine forests of oak. In three hours and three quarters the traveller descends the southern side of the mountain, near the tomb of Osha, and reaches Szalt four hours and a half from leaving Meysera.

THE TOWN OF SZALT (ASSALT).

The town of Szalt is seated on the slope of so steep a hill, that the houses rise one above another, like a succession of steps or terraces. On the summit of the hill is a large castle, which completely commands the town. At the foot of the hill is a narrow ravine, in which stands a small square tower, formerly part of a Christian church.

The houses of Szalt, about a hundred in number, are very small; each dwelling, with few exceptions, consisting of only one floor, and this having only one room, subdivided into recesses rather than separate apartments. They are mostly built of stone, and, where necessary, a few pointed arches are thrown up on the inside, to support a flat roof of branches of trees and reeds plastered over with clay. The interior of the dwelling is generally divided by a false floor, into a lower portion, for the cattle and poultry; and an upper part, about two feet above the ground, for the use of the family. None of the houses have chimneys for carrying off the smoke, and but few have any aperture for light, except the door, which is of wood, and hung exactly as the ancient stone doors in the tombs of the kings at Jerusalem. The population

is a mixture of Mohammedans and Christians, who live together upon the best of terms. The Christians wear freely, and without molestation, the same description of garments and the same gay colours that are worn by their Mohammedan fellow townsmen; they use the same mode of salutation, and there is no difference of exterior appearance, or even of manners, between the one and the other, so perfectly are they on a footing of equality. The Sheikh el Belled, or chief of the town, is a Mohammedan, but holds himself independent of all the Syrian pachas.

ACRE.

Acre, (the Accho of the Hebrew scriptures, Judges i. 31,) the ancient Ptolemais, (Acts, xxi. 7,) is situated at the north angle of the bay to which it gives its name, and which extends in a semicircle of three leagues as far as the point of Carmel. During the crusades it sustained several sieges. After the expulsion of the knights of St. John of Jerusalem, it fell rapidly into decay, and was almost deserted, till Djezzar Pasha, by repairing the town and harbour, made it one of the first ports on the coast. In modern times it has been rendered celebrated for the successful stand it made, with the aid of the British troops under Sir Sidney Smith, against Bonaparte, who was obliged to raise the siege, after failing in his twelfth assault. It is only just recovering from the effects of the siege of 1832, when Ibrahim Pacha destroyed the whole town with his cannon, and very much injured the public buildings. The streets, like those of most eastern towns, are narrow and not over clean, the bazaars, however, are large and well supplied. There is good accommodation for the traveller at the Latin convent. Strangers who take up their residence are not

served in their rooms but in the refectory, at the same time as the community, who sit at long narrow tables round the room, with their backs to the wall, and are served upon pewter plates, the viands being previously cut up into portions in the kitchen. No regular charge is made for board or lodging, nor is the stay of strangers limited to any particular period. There are two roads from Acre to the holy city: the one by Cesarea and Jaffa, (Joppa,) which runs as far as the latter place along the coast, and by which St. Paul came to Jerusalem on his return from Macedonia; (Acts xxi.;) the other route, by Nazareth, is shorter, but less frequented.

ROUTE FROM ACRE TO JAFFA, ALONG THE SEA COAST.

From Acre to Mount Carmel	1 day.
Mount Carmel to Cesarea.	1
Cesarea to Appollonia	1
Appollonia to Jaffa	1
Days' journey. . . .	4

DESCRIPTION OF THE ROUTE.

Leaving Acre, the road winds round the bay of the same name, close to the sea shore, for about eight miles, when the traveller reaches the small town of Caifa, situated on the south side of the bay, on a narrow plain descending from the mountain to the sea. From this place, if he purposes exploring Mount Carmel, he must engage a guide. The ascent is by a steep and rugged path cut in the rock. Nearly at its base is a small Turkish oratory, covering a grotto, said to have been once inhabited by the prophet Elias. At a much greater elevation, but yet not the highest summit of the mountain, the traveller

comes to the monastery of the Carmelites, which has been lately rebuilt, having been destroyed by the Pacha in 1821, at the breaking out of the Greek revolution. Mount Carmel is a termination of the chain of hills, commencing at the plain of Ezdraëlon to the south-east, the extent of which is about eight miles. Its highest point, immediately behind the monastery, rises eighteen hundred feet above the sea. Here, tradition says, the prophet Elijah stood when he prayed for rain and beheld the cloud arise out of the sea. But "the vineyards and olive grounds" which once clothed its sides, and constituted the "excellency of Carmel," (Isaiah xxix. 17; xxxiii. 9; xxxv. 2,) have greatly diminished, and are no longer deserving of notice; a few stunted shrubs alone remain to conceal its rocky surface.

Leaving the convent of Mount Carmel the next morning, the traveller proceeds along the coast; the first place he notices on this route is Castle Pellegrino, an ancient fortress, built by one of the Greek emperors to protect the coast against the Saracens. About ten miles to the south of Castle Pellegrino is the small village of Tortura, supposed to be the ancient Dora. To the south of this village is a port for large boats, which are sometimes forced in by stress of weather. To the north of the port is a small promontory, on which are the ruins of a castle, and here we must look for the site of the ancient town. Between three and four miles south of Tortura, the traveller crosses a small river, called Coradgè, (the Kerseos of Ptolemy,) and about three miles before reaching Cesarea, he crosses the river Zirka, the Flumen Crocodilon of Pliny. The distance from the convent at Mount Carmel to the ruins of Cesarea is about thirty miles, or a ten hours' journey. These ruins are totally uninhabited, but they are very extensive, and well deserving of a

visit; their only tenants are snakes, scorpions, and lizards. It was named Cesarea by Herod, in honour of Augustus, and dedicated by him to that monarch, in the twenty-eighth year of his reign. Cesarea is rendered interesting to the Christian as the city where St. Paul so long resided as a prisoner, and where he uttered that eloquent oration before king Agrippa and Festus, which is preserved in the 26th chapter of the Acts of the Apostles. Here also Cornelius the centurion resided, and Philip the Evangelist; and repeated mention is made of it in the Sacred Writings, as the port from which the Apostles embarked for Greece, or at which they landed. (Acts ix. 30; x. 24; xviii. 22; xxi. 8. 10.) On leaving Cesarea the next morning, for an hour and a half the road continues along the sea-shore, chiefly on a sandy beach; it then turns up from the sea, and runs over desert ground for about an hour, after which it returns to the beach. At three hours' distance from Cesarea, the traveller crosses a low point of land, called Min Tarbos Aboora, where there is a small bay, rendered dangerous by broken masses of rocks; about half an hour's distance from this point, the road again leaves the sea, and for an hour crosses a desert, covered with sand, long wild grass, and a few bushes; after this, he comes in sight of a cultivated plain, with a long valley running eastward, the small village of El Sheikh Moosa being seen upon a hill to the north. Crossing this valley, the traveller ascends a gentle hill, and approaches an extensive plain, thickly wooded, and covered with verdure. He then enters the village of El Mukhalid on the left. Between five and six miles after leaving El Mukhalid, taking the road that runs close to the sea-coast, the traveller arrives at the small village of Arsuf, (the ancient Apollonia,) close to the river of the same name. These ruins have

hardly been explored by any modern traveller, owing to the preference usually given to making the voyage by sea between Jaffa and Acre.

Leaving Apollonia the next morning, the traveller proceeds for about five miles over an extensive plain, till he reaches the village of Ali Ebn Harami, seated on a high promontory overlooking the sea. It contains about thirty or forty houses and a mosque with a high minaret. Leaving this village the next morning, and passing over a wild uncultivated tract for about two hours, the traveller reaches another small place, called Duir, and a little further on crosses the Nar el Petras, four miles after which is the town of Jaffa, which has suffered probably more than any other town in Palestine from the effects of the late earthquake.

ROUTE FROM ACRE TO BEIROOT, BY TYRE AND SIDON.

From Acre to Bourge Nakkora	1 day.
Bourge Nakkora to Tyre	1
Tyre to Tsaida (Sidon)	1
Sidon to Khan Mazār	1
Khan Mazār to Beiroot	1
	5 days.

DESCRIPTION OF THE ROUTE.

Just after leaving the town, and close to the sea, is the tomb of Daher Pacha. After an hour's ride, the traveller comes to a fountain of excellent water, called Semmars. Close by are the ruins of a convent upon a low hill. In two hours more, the traveller passes Zeb, on an eminence close to the sea; here the plain becomes desolate, and produces nothing but rank weeds. One

hour more brings the traveller to the foot of a rugged mountain, the beginning of the Anti Libanus, and "the ladder of Tyre." The road now becomes exceedingly rocky, till the traveller reaches Bourge Nakkora, where there is a large tower for the convenience and protection of travellers. Leaving this the next morning, the traveller descends the northern side of the mountain, and in one hour reaches Scanderoon, a ruined castle near the sea-side, supposed to have been built by Alexander the Great; close to it is a fine spring of water. In about an hour more the traveller commences the ascent of the high land called Ras el Abiad, (or white promontory,) evidently an ancient route. It is cut along the edge of the cliff, through the rock of which the mountain is formed. This pass is about a mile in length. On reaching the northern side of the promontory, the traveller enters the ancient Phœnicia, of which Sidon was the capital. In an hour and a half, are Solomon's Cisterns, (Ras el Ayn.) They consist of three reservoirs of rude masonry. Tyre was supplied from these by means of an aqueduct, which may be still partly traced. In about an hour more, the traveller reaches the site of the ancient city, destroyed by Nebuchadnezzar, (573 B.C.,) after a siege of thirteen years, (see Ezekiel xxvi. 4. 12. 21.,) about one hundred and seventy years after its destruction by the Assyrians. The Tyrians built insular Tyre, which was taken by Alexander the Great, after a siege of seven months, by filling up the channel which separated it from the continent. After being successively under the power of the Greeks, the Romans, the Crusaders, and the Saracens, it finally fell into the hands of the Turks, in 1289. Tyre was the residence of Hiram, the friend of Solomon, whom he materially assisted in the building of the first temple. The modern village contains about thirty or

forty stone houses, with a small bazaar, tolerably well furnished. Should the traveller be unprovided with a tent, he must apply for a room to the sheikh of the village.

Leaving Tyre the next morning, the road for some little distance lies over the sands, by the sea-shore, till the traveller reaches the Nahr Kasmia, a considerable river, crossed by a bridge of one arch rather more inland, where the stream is narrower and nearer to the mountains.

After crossing this bridge, the traveller comes to a small khan, standing on an eminence overhanging the sea. After passing the khan, the route lies over a barren and uninteresting country, and thinly populated. At the end of two hours, the traveller reaches the promontory called Ras Sarfa, the Sarepta of the prophet Elijah. Here are several excavations in the rock, and scattered ruins lying between them and the sea. Not far from this is El Boreek, where there is a fountain of water shaded with trees. From the fountain there is an aqueduct, which conveys the water to Sidon. About a mile from the city is a prostrate column of grey granite. Sidon is distant from Tyre about twenty-three miles. The modern town is tolerably well built, and contains a convenient khan and a well furnished bazaar; half of the population are Greek Catholics.

In the immediate neighbourhood of Sidon is Mar Elias, the residence of the late Lady Hester Stanhope, so universally beloved in this country. In rather more than an hour after leaving Sidon, the traveller crosses the Nahr el Owely, over a high bridge of one arch. The road now lies along the sea-coast, sometimes upon the sandy beach of the sea-shore, and at others over rocky paths at a little distance from it. In another half hour, the tra-

veller passes a small projecting point of land, called Ras el Jeddra. An hour from hence, continuing along the sea-shore, he comes to another promontory, called Ras el Nebbionis, where there are some ruins of former buildings. In about half an hour from hence, the traveller reaches a khan, with a saint's tomb and a few palm trees, called Mazār, and here he stops for the night; it being five and twenty miles further to Beiroot. Leaving the khan the next morning, in about an hour the traveller comes to the promontory of Ras el Dammor, called so from the river Dammor, (the ancient Tamyras,) which is crossed by a stone bridge of four arches. In about an hour from the river, is Ghaffar el Nāmy, where a toll was formerly demanded. In another hour from this is an old ruined tower, called Boorje Khordlee, originally a Roman station. In about an hour from hence is a sandy tract, called Ullibāt; the hills in the distance are covered with gardens and houses, while the plain beneath is filled with olive trees.

After passing the grove of pines planted by the famous Fakr el Din, the prince of the Druses, the road becomes hedged in on both sides by sloping walls of earth crowned with the prickly pear. The gardens also are numerous, and laid out with order and regularity, and the whole evinces the approach to a prosperous and wealthy town; the traveller has now reached Beiroot.

SYRIA.

BEIROOT.

Beiroot, the principal seaport of Syria, is a large and flourishing town, situated at the end of a long headland that projects into the Mediterranean. It is fortified on the land side by a high wall flanked with towers; the streets, like those of most eastern towns, are narrow and irregular; on each side of them there is a raised path for passengers, while a stream of water, flowing down the centre, diffuses a delightful coolness during the summer heats, and at the same time essentially contributes to their cleanliness. Its bazaars are large and well supplied with silks and other costly articles. Its trade is decidedly on the increase, and in return for gums, drugs, spices, carpets, and brocade, it receives in exchange a large proportion of English and West Indian goods. All the European powers have their respective consuls resident here, and thus with the addition of several large commercial houses lately established, form a very pleasant and agreeable society. Beiroot occupies the site of the ancient Berytus, but scarcely any traces remain of its former magnificence. It possesses a tolerably comfortable hotel, kept by one Giuseppe, a Maltese. The population chiefly consists of Maronite Christians. It contains no antiquities worth noticing.

ROUTE FROM BEIROOT TO DAMASCUS, BY DEIR EL KAMMAR (THE CAPITAL OF THE DRUSES).

From Beiroot to Deir el Kammar	1 day.
Deir el Kammar to Djob el Djnnein .	1
Djob el Djnnein to Damascus	1
	3 days.

DESCRIPTION OF THE ROUTE.

After leaving Beiroot, the road, as far as the convent of Mar Hannah, passes through extensive olive plantations, the produce of which forms a principal object in commerce. This district is called Ard el Beradjene. In three quarters of an hour more, the traveller reaches that of Wady Ghading, of which Kefr Shyna is the principal village. Some distance further on is Ayn Besaba, where there is a spring of excellent fresh water, shaded by a magnificent oak tree. Close to the spring is a small inn, which, during the season, is generally furnished with a plentiful supply of beccaficas and game. In half an hour more is Ayn Anab, near which is a grove of palm trees. In an hour and a half the traveller will have reached the summit of the mountain; the prospect from the top is beautiful, and well repays the trouble of the ascent. In the distance are seen the dark blue waters of the Mediterranean, smooth and unruffled as a sheet of glass, upon whose surface numberless little vessels with their white sails are silently gliding through its waters; while immediately beneath, and forming the foreground, is a rich and verdant plain covered, as far as the eye can reach, with luxuriant forestry. Descending by a still more precipitous path, in which it will be as well to dis-

mount, on account of the number of loose stones, a lower range of hills is reached, covered with plantations of fir and oak. The Nahr el Kadhi, which runs between this and the village of Kerfernoute, forms a hundred picturesque subjects for the artist. In many places its channel is blocked up by enormous rocks, over which, in forcing its way, it forms a series of beautiful cascades, until it loses itself in a deep ravine opening towards the sea. Kerfernoute, almost hid from sight by the dark and umbrageous foliage of the numberless walnut trees that surround it, is the last village the traveller passes till he reaches Deir el Kammar, the capital of the Prince of the Druses, which contains a population of about six thousand inhabitants. The houses are substantially built, and present an elegant and handsome appearance, particularly when first viewed in approaching from Beiroot. This place is celebrated for its manufactory of gold and silver stuffs. The tombs here remind one of the description in the Arabian Nights; many of them are between forty and fifty feet square, and are ornamented with cupolas and minarets, which give them at a distance more the appearance of a city of the living than of the dead.

. The mulberry and the vine are both cultivated here with success; the former for the silk-worm, and the latter for the sake of its fruit, as the small quantity of wine they make from it is of so indifferent a quality as hardly to deserve the name.

Deir el Kammar is distant from the sea-coast about six hours' journey. It contains no antiquities, and takes its name (Monastery of the Moon) from a large convent that formerly stood here, dedicated to the Virgin, who is represented in Syria with the moon beneath her feet. Near Deir el Kammar is Betedein, a mountain village, the summer residence of the Prince of the Druses.

Two hours after leaving Deir el Kammar, the traveller reaches Barouk, the capital of the district of that name. From thence commences the higher region of the mountain, which during the winter months is so covered with snow, as to render this part of the route dangerous, if not impassable, to travellers. Descending on the eastern side, a fine view of the extensive plain of the Bekaa presents itself. The traveller now crosses a river upon a stone bridge, and in half an hour more finds himself at Djob el Djnnein, the chief village of the district of the Bekaa, situated on the declivity of the Anti Libanus, and distant from Damascus about fourteen hours' journey.

After leaving Djob el Djnnein the road winds gradually up to the higher ridge of the Anti Libanus, descending from which the traveller passes through a succession of elevated plains, until he reaches the Ghouta, or great plain, in the centre of which stands the city of Damascus, almost hid from sight by numerous groves and gardens that encompass it on every side. These gardens, which are chiefly private property, abound in fountains and summer houses, and here under the shade of the walnut, the citron, the orange, and the pomegranate, the luxurious and idle Turk passes the greater part of his time, during the summer months, lost to every thing around him but the smoke he is inhaling from his chibook or argile. The principal gardens lie close to the town, between it and the mountain Salihiyyeh, but they are scattered through the whole of the plantation around Damascus, which extends over a circumference of nearly twenty miles. Nearly in the centre of this plantation stands the city, about six miles in circumference. Two of the branches of the river Barrada flow through the environs, and may probably be the cause of their luxuriant vegetation, while the main branch of the river, passing through the town,

supplies the numerous fountains and baths, which contribute so much to the elegance as well as general salubrity of this queen of oriental cities.

DAMASCUS.

The streets in Damascus are narrow and irregular, and consequently well shaded from the sun. The bazaars are numerous and well supplied. Each trade has a separate one appropriated for their goods. They are better lighted and have a more elegant appearance than those in Cairo or Constantinople.

The coffee-houses are numerous and elegantly fitted up. The situations of many of those in the immediate environs of the town are delightfully chosen. Generally speaking they are open on the sides, except where partially closed with plants trained up the slender columns which support the roof. Many of them project over some running stream, with orchards or gardens covering the opposite bank. Here, during the spring and summer months, the ear is regaled with the notes of singing birds, thousands of which shelter themselves amidst the luxuriant groves of apricot, mulberry, and Damascene plum trees, whose fruit is somewhat strangely mingled with the dense foliage of the elm, the ash, the sycamore, and the willow.

As there is no hotel in Damascus, the traveller generally takes up his quarters at the Franciscan convent during his temporary séjour; or by making application to the Seid Ali, Chancellor to the British consulate, he can obtain two rooms for ten piastres per day. I scarcely need observe that these are entirely destitute of furniture. Since the conquest and occupation of Syria by Ibrahim Pacha, an extraordinary change has taken place with regard to the treatment of Franks. No one now can insult

them with impunity; they can even perambulate the streets in their European costume, ride into the city without, as formerly, dismounting at the gates; and so far from being despised, as they once were, they are looked up to by the inhabitants as a superior race of beings, and are everywhere treated with politeness and attention.

Among the objects of interest to the Christian traveller is a small cellar, said to be the house of Judas, in which Ananias restored sight to Saul. A quarter of a mile from the eastern gate of the city, a spot is pointed out as the scene of his miraculous conversion, not far from which is also shewn the part of the wall from which St. Paul was let down by night in a basket, to avoid the Jews who were keeping watch at the gate to kill him. Numerous other places of Scripture interest are pointed out to the traveller by the Franciscan Monks. Under the present government there is little or scarcely any difficulty in reaching Palmyra, if attended by a small escort from the governor, to shew that you are under his protection. Caravans go regularly from Damascus to Bagdad; the journey takes about three weeks, and may be performed with perfect safety. Caravans also start two or three times a month for Aleppo.

The population of Damascus is estimated at a hundred and fifty thousand, of whom twelve thousand are Christians, three thousand Jews, and the remainder Mohammedans. Provisions, fruit, and vegetables, are cheap and plentiful, its climate delicious, and its situation certainly unrivalled in the Levant.

ROUTE FROM DAMASCUS TO ALEPPO.

	Days.
From Damascus to Kteifa	1
Kteifa to Kusta	1
Kusta to Kara	1
Kara to Hassiah	1
Hassiah to Homs	1
Homs to Restan	1
Restan to Hamah	1
Hamah to Marrah	1
Marrah to Sermein	1
Sermein to Aleppo	1
	10 days*.

DESCRIPTION OF THE ROUTE.

Leaving Damascus in the direction of the N.E., the road for about two hours lies over a paved way, through extensive gardens and cultivated plains. On reaching Touna, where the caravan sometimes stops the first night, the scenery completely changes. The groves and gardens of Damascus have disappeared, and in their stead are large arid plains, with low ridges of mountains in the distance. The traveller is now approaching the country of the Bedouins.

Kteifa, the conclusion of the first day's march, is a small walled village, a short distance from which is a khan for the accommodation of travellers. The khanji or keeper will provide the traveller with charcoal and water, for a small fee—for every thing else he must depend upon his own resources. From Kteifa to Kusta is half a day's

* Though I have given ten days for this journey, it may be easily accomplished in eight or nine; the caravans take eleven days.

journey. Bread, eggs, meat, and milk may be procured at this latter village at a very moderate rate. Two hours distant from Kusta is Naptha, a small village standing upon a hill. It contains a ruined castle, a khan, and a mosque. Should the traveller pass the night here in preference to Kusta, it may be as well for him to get lodgings at one of the Christian houses, unless he prefers trusting to his tent. The next place the traveller comes to is Kara, a considerable village, situated upon a hill, about three hours' distance from Naptha. The route now lies close upon the verge of the Desert, as the traveller descends into the plain. Seven hours from Kara is Hassiah; it stands on the edge of the elevated plain leading towards Palmyra, from which it is distant about two days' journey. Homs (the ancient Emesa) is a considerable walled town, about half way between Damascus and Aleppo, and about four hours distant from Hassiah. In ancient times it was celebrated for its magnificent temple, dedicated to the Sun, but of which no vestiges remain. Outside of the walls is a large khan for travellers. Restan (the ancient Arethusa) is a small village situated upon a hill about four hours and a half distant from Homs. Just below the village is a large khan, the walls of which are washed by the Orontes. Near it is a handsome stone bridge of several arches, which the traveller crosses on his road to Hamah.

HAMAH,

The ancient Epiphaneia, four hours' journey from Restan, is situated in a narrow valley, watered by the Orontes. In the middle of the city is a square mound of earth, upon which may be still traced the ruins of a castle. Many of the houses are richly furnished, and situated in beautiful gardens, in which almost every fruit and flower

flourishes in the greatest abundance. It contains several beautiful mosques besides other remarkable public buildings; traces of very extensive ruins have been discovered in its neighbourhood. Its population is estimated at about twenty thousand, though probably it does not exceed fifteen. There are four bridges over the Orontes, which is not navigable here, although a considerable stream. Marrah (the ancient Arra) is a small village on the brow of a hill overlooking the plain. It is about eight hours' travelling from Harmah. Its inhabitants are all Mohammedans.

In seven hours more is Sermein, another small village; and ten hours and a half from thence is Aleppo. There is, however, a khan about eight hours distant, should the traveller be prevented from reaching Aleppo early enough the same evening. Excepting the towns I have mentioned, which form the usual halting places of the caravans, there are scarcely any villages or even houses to be met with in the whole extent of this route. A great part of the road lies close upon the verge of the Desert. A fellow traveller of mine accomplished this journey in seven days, with his own horses.

ALEPPO,

Called by the natives Haleb es Shabha, (the Berœa of the ancients,) was once the capital of Syria; its wealth and trade are now transferred to Damascus, though it still ranks as a considerable city. It is situated in an extensive plain bounded by low hills. The city, independent of the suburbs, is about three miles and a half in circumference. It is surrounded by high Saracenic walls and a deep fosse; the latter now occupied by gardens, excepting where it is filled up by the rubbish from the houses which have been, from time to time,

thrown down by the earthquakes to which this district is so constantly subject. Nine gates lead into the city. The streets are clean and well paved, and have a raised pathway on each side for the accommodation of foot passengers. The houses are handsome stone edifices, seldom exceeding two stories in height, with flat roofs, upon which the inhabitants sleep during the summer months. Those belonging to the richer classes are built round a paved court, with a fountain in the centre, and with extensive gardens behind them. They very much resemble the old Moorish houses that may be still found in the southern provinces of Spain. Aleppo contains many mosques, some of which are superb buildings; they have all more or less suffered from the effects of earthquakes. The khans, where foreign merchants reside, are handsome buildings, but owing to the decline of commerce they are not so much frequented as formerly. At the north-east corner of the city stands the castle, a great part of which is in ruins. Some coats of mail and other curious implement of ancient warfare are still shewn. They are supposed to have been formerly worn by the Crusaders. The climate of Aleppo is considered very healthy, and the inhabitants are particularly civil and obliging to strangers. Its total population does not exceed seventy thousand. The price of a good horse in Aleppo is about 2000 piastres, being something less, according to the present exchange, than twenty pounds.

ROUTE FROM ALEPPO TO ANTIOCH.

From Aleppo to Termine	1 day.
Termine to Kareim	1
Kareim to Antioch	1
	3 days.

DESCRIPTION OF THE ROUTE.

The country between Aleppo and Termine, where the traveller will most likely pass the first night, is barren and uninteresting. The only object of curiosity is the crater of an extinct volcano. The Arabs have a tradition that it occupies the site of an ancient city which was destroyed by fire for its wickedness. The miserable little village of Termine is distant about eight hours' journey from Aleppo. The first part of the next day's route is through an extensive valley about twenty miles in circumference, bounded by low hills. On the summits of these are numerous ruined villages, containing many curious vestiges of antiquity.

Among the most considerable of these is Dana, which contains many catacombs and handsome chambers, excavated out of the rock *. After crossing a range of calcareous hills, the traveller descends into the country of the Ryhanlee Turkmans, once independent, now subject to Ibrahim Pacha. They manufacture handsome carpets in this district. After a seven hours' march from the time of leaving Termine, the traveller reaches the ruined fortress of Khareim, situated upon an isolated hill.

Descending into the plain the next morning, the traveller continues his route to the westward, and after fording several deep torrents, at the end of four hours, he reaches the Nahr el Aazy, (the Orontes,) which he crosses by a stone bridge. The route now lies to the south-west, over an uncultivated plain, for an hour and a half more, when the traveller reaches the Bab Boulos, (Gate of St. Paul,) of the old city of Antioch. Antaki, the modern town, is half a mile further. Djorjas Dib, the general European agent, will furnish rooms and ren-

* See Burckhardt's Travels in Syria, 4to, p. 644.

der every other assistance necessary to the traveller during his stay.

Previous to the Macedonian conquest, the ancient city was called Riblath, but Seleucus Nicanor having chosen it for the seat of his government, gave it the name of Antioch, in honour of his father Antiochus. Antioch has suffered more from the effects of earthquakes than any city in the east, which will at once account for the few remains extant of its former magnificence, and for the poverty and misery of its modern representative.

This city occupied a prominent place in the early history of the Church, and the disciples of the gospel here first bore the name of Christians.

EXCURSION FROM ANTIOCH TO ISKENDEROUN.

Leaving Antioch by the bridge over the Orontes, the route, for some distance, crosses a rich and fertile plain. At the end of five hours, the traveller enters the mountains of Beilan, which are celebrated in history, as being the route through which Darius marched his vast army from the plains of Assyria to the coast of Cilicia, a few days before the battle of Issus. A large ruined khan, and deserted village called Karamout, are seen at the entrance of this pass.

A little beyond Karamout, on a precipitous rock, stands the picturesque castle of Bagras. Half an hour from Karamout commences a paved road, leading over the mountains to the town of Beilan, which place the traveller reaches after a two hours' tedious ascent. Beilan is situated in a high mountain valley commanding a fine view of the Mediterranean, and the adjacent country, with rocky cliffs rising gradually behind it, and scenery all around of the most charming description. Descending from Beilan, the traveller crosses a succession of low

hills covered with vegetation, and in three hours finds himself at Iskenderoun, a wretched village, occupying the site of the ancient Alexandria ad Issum, the last town in Cilicia, (called by the Franks Alexandretta.) It is the sea-port of Aleppo, from which it is distant eighty miles. The town is one mass of ruins. Its bazaar consists of half a dozen shops, where the traveller may procure a cup of coffee and fill his tobacco bag. Mr. Fornetti is the only European agent living on the spot.

Before the traveller leaves Antioch, he should make a point of visiting Suedieh, a pretty little village about five hours distant. Three quarters of an hour from Suedieh, are the ruins of the ancient Seleusia, which contains some interesting antiquities.

ROUTE FROM ANTIOCH TO LATAKIA.

From Antioch to El Ourdi	1 day
El Ourdi to Latakia	1
	2 days.

DESCRIPTION OF THE ROUTE.

In an hour and a half from leaving Antioch, the traveller reaches Beit el Ma, (the house of water.) There are several mills situated in the midst of some very pretty scenery. The small village of Douaire, in the immediate neighbourhood, partly hid from view by a thick grove of trees, is supposed to mark the site of the ancient Daphne, founded by Seleucus. Its celebrated temple of Apollo, and consecrated groves of bay trees, no longer exist, they were destroyed in common with the altars, baths, statues, and houses of the priests, by the holy, but

intemperate zeal of the early Christians, in the reign of the emperor Julian. Four hours from Beit el Ma, over a hilly and uninteresting country, brings the traveller to Sheikh Keuy, a well-built village, with a large khan and a fountain of good water. Passing through the village, the traveller alternately descends and ascends by a steep winding path till he reaches an elevated plain, at the end of which is a small lake. From this the traveller descends into a rich vale to the south of Djebel Okrab, and towards the close of the day, he finds himself at the small village of El Ourdi, (the ancient Bacchais.) The next day's route is again rendered tedious by the numerous ridges of low hills; which, were it not for the badness of the road, the traveller might regard with pleasure, their sides and summits being clothed all the way up with magnificent pines. During the rainy season the torrents cause endless delays. In some places they are quite unfordable. In four hours and a half, the traveller reaches the small village of El Haki, inhabited only by Anzeyrys, among whom he should be careful of trusting himself.

In the forest close to this village are great numbers of wild boars, and abundance of game. Leaving El Haki, the road lies for some little distance through the forest. In about three hours, the traveller reaches the Wady Kandil, (the Vale of the Lamp.) The river of the same name crosses it several times, and should the traveller have unfortunately chosen the wet season for this part of his tour, he will do well to ascertain the character of the fords before he plunges his horse into its deep and rapid waters. In the summer it is comparatively dry. After passing by the pleasant village of Besnlada, in another hour he reaches Latakia.

LATAKIA.

Latakia, (the ancient Laodicea,) is situated on an elevated headland called Cape Ziaret. Mr. Mouçy Elias, the British agent of this port, will procure lodgings for the traveller, and furnish him with every information he may require.

Those who have taken letters of introduction to him, speak of him with the most lively feelings of respect and gratitude. The houses of Latakia are flat roofed, and stand in the midst of gardens and plantations, particularly those in the new quarter. Its chief export is tobacco, grown in the neighbourhood, and considered to be the finest description of this article grown in the Levant.

Among the few antiquities that remain, the most remarkable is a triumphal arch, standing in the S.E. corner of the modern town in the direction of the road to Tripoli. It was erected in honour of Septimus Severus, a native of Syria.

Not far from this arch are four Corinthian columns which formed part of the portico of an ancient temple. Various other relics no doubt remain hid by the vast mounds of earth and rubbish, which from time to time have been accumulating.

ROUTE FROM LATAKIA TO TRIPOLI (BY SEA).

The land route is but little frequented by travellers, from the immense number of rivers and mountain torrents that intersect it. These rivers were formerly crossed by handsome stone bridges, most of which are in ruins; and during the spring and winter they are perfectly unfordable, though dry in the middle of summer. The traveller will save himself a great deal of trouble and fatigue, and some little danger, by making this part of his

tour by sea. Small vessels are constantly passing and repassing between Latakia, Tripoli, and Beiroot.

TRIPOLI.

The modern town of Tripoli is about half an hour's distance from the sea-shore. It is built at the foot of the lowest range of the Libanus. The Nahr Abou Ali flows through the town and divides it into two unequal parts, of which the southern is the most considerable. It is surrounded by low walls, almost hid from sight by gardens and orchards planted out with orange, lemon, and mulberry trees, which afford agreeable promenades for the inhabitants. The houses are built of stone with flat roofs, to which the inhabitants retire of an evening to enjoy the cool sea-breeze. The bazaars are well attended and consequently well supplied.

ROUTE FROM TRIPOLI TO BEIROOT.

From Tripoli to Djebail	1 day.
Djebail to Berommar	1
Berommar to Antoura	1
Antoura to Beiroot	1
	4 days.

DESCRIPTION OF THE ROUTE.

The road from Tripoli to Djebail lies close along the sea-coast the whole way. After a two hours' ride, the traveller arrives at the village of Kalemone; and with the exception of the Greek convent, called Belmont, situated on the highest point of the Ras el Shakka, he passes no other place worthy of notice until he reaches Djebail or Gibyle, (the ancient Byblus,) a miserable place, producing nothing but tobacco. It contains some few

antiquities, chiefly Roman. The traveller will take up his quarters for the night at the Maronite convent, near which are the remains of an old church, built about the period of the first crusade. The second night the traveller will take up his quarters at the convent of Berommar, situated on the highest summit of the mountains of Kesrouan, a branch of the southern Libanus.

The roads among these mountains are as bad and as fatiguing as it is possible to imagine; there are no levels, and a section of the surface would resemble nothing so nearly as the edge of a saw.

The third night the traveller will be kindly received at the convent of Antoura. The Vino D'Oro of Lebanon he will find excellent at this convent. One hour after leaving Antoura, is Deir Beshara, where there is a convent for nuns; two hours from thence, the traveller crosses the Nahr el Kelb, or dogs' river, by a handsome bridge of six arches. From this place the route lies, nearly all the way, by the sea-shore; and soon after passing this river, the traveller quits the Kesrouan. Almost the sole produce of this district is silk, mulberry trees being very abundant throughout the whole country. Near a place called El Mellaha, upon the face of the rock fronting the sea, are several ancient tablets, beautifully sculptured. Some of them are covered with Egyptian hieroglyphics, similar to those in the tombs at Thebes.

Here are also traces of the ancient road, constructed by the Emperor Antoninus. Continuing the route to Beiroot, the traveller crosses the Nahr el Liban, river of milk, by an old Roman bridge of six arches. On the banks of this river are found the calami, a species of reed, used by the ancients as a substitute for pens. Passing through a succession of mulberry plantations, some little distance further on, the traveller reaches the

chapel of St. George, the destroyer of the dragon, according to the legends of the Greek church, and patron saint of William of Aquitaine, who died fighting for the Holy Sepulchre. The marriage of his daughter Eleanor with Henry the Second of England, placed the leopards of Aquitaine in the shield of the Plantagenets, and made St. George the first tutelar saint in the calendar.

In an hour and a half further the traveller reaches Beiroot.

ROUTE FROM TRIPOLI TO DAMASCUS.

BY THE CEDARS AND BALBEC.

From Tripoli to Ehden	1 day.
Ehden to Kanobin	1
Kanobin to Bishirrai	1
Bishirrai to Deir el Akmar . . .	1
Deir el Akmar to Balbec	1
Balbec to Zebdeni	1
Zebdeni to Damascus	1
	7 days.

DESCRIPTION OF THE ROUTE.

On leaving Tripoli the traveller ascends the Wady Kadesha; to the north of which, upon the summit of a hill, stands the tomb of Abou Naszer; and on the south side of the river, a little higher up than the citadel, is the celebrated convent of Dervishes, embowered among trees. Continuing along the valley, in two hours and a half the traveller reaches the romantic little village of Sgarti, situated at the foot of the Libanus. Soon after quitting it, commences the range of the Upper Libanus. The road which winds up its precipitous sides is rugged in

the extreme, being in most places over the solid rock, which has been worn away by the torrents of rain and melted snow that occasionally force their way down. It is one continual ascent all the way to Ehden.

Ehden is a perfect paradise, during the summer months: its rides and walks, its genial air, its limpid streams and luxuriant woods and gardens, render it by far the most agreeable place to stay at in the whole of the Libanus. The traveller should have a letter of introduction to the sheikh of the village. He is a Christian, and several of his family speak both Italian and French fluently.

The cedars are usually visited from Ehden, the distance being only six miles.

In two hours from leaving this village, the traveller reaches the edge of the ravine, in the hollow of which lies the romantically situated convent of St. Anthony, (Kashheya.) Precipitous cliffs, covered with luxuriant vegetation, rise above it; while a mountain torrent, dashing from rock to rock its clouds of white spray, adds much to the picturesque wildness of the scene. After passing the convent, the road, before difficult, now becomes almost dangerous. The mules can scarcely keep their feet, and notwithstanding the roughness of the road, the traveller will probably choose to trust to his own in preference. It may be as well to observe, that in the mountainous rocky districts, the mule is always more useful than the horse, and when they are returning from a journey unladen, they may be generally hired at a considerable reduction of price. As the gates of the convent at Kanobin are closed before sunset, care should be taken to reach it at an early hour, or the traveller will have most probably to trust to his own resources for bed and board. In all the wild mountainous districts, where there are Christians, their doors are always open to the

passing stranger. Indeed, were it not so, it would be impossible to travel through this country. But persons contemplating this tour should avail themselves of all the letters of introduction they can possibly procure; they are often of the greatest service. The valley of Kanobin is shut in on all sides by high precipitous rocks, down whose sides in winter and in the early spring, a number of torrents discharge their swollen waters. The convent of Kanobin is built about half way above the valley; at first sight it seems as though it were suspended in the air; large masses of rocks overhang it, and seem to threaten destruction every moment. It is partly built against and partly excavated out of the solid rock; there are but few places that can rival it in magnificent grandeur of situation. In the neighbourhood are many interesting spots worthy of visiting. Retracing his steps for about an hour, for Kanobin lies out of the way of every other place, the traveller follows the road to Bishirrai, a small village built on the edge of a rocky descent; its inhabitants are Maronite Christians. After leaving Bishirrai, the ascent of the upper range of the Libanus commences. Half an hour to the left of the road, leading across the mountains into the valley of Balbec, stands the grove of the celebrated cedars of Lebanon. Several generations of cedars form this grove. The younger are very numerous, the intermediate size would form a splendid wood of themselves. Of the ancient trees, the immediate descendants of those spoken of in the prophecies*, twelve only remain, and these are scattered about in various places, and by no means of handsome growth. Still to the Christian traveller they must ever be objects of deepest interest. Some of them

* Vide Ezra, iii. 7. Ezekiel xxvii. 5.

have four or five trunks spreading out from one base, and growing up together to the height of ten or twelve feet, and on these are carved the names of travellers who have visited them, as far back as three centuries.

Leaving the cedars and retracing the road in the direction of Balbec, the traveller reaches one of the highest summits of Lebanon, which commands a magnificent view of the surrounding country for some distance. To the right lies the barren ridge of the Upper Libanus, extending for many miles towards the sea. Below its base is the grove of the cedars. Opening to the south, in the direction of Tripoli, are the valleys of Kanobin and Abou Ali; while in the deep recesses of the mountainous foreground, are scattered numerous smiling villages, entirely inhabited by Christians.

The road now winds along the valley of Balbec, and in about two hours the deserted village of Ainette is reached, near which is a pretty cascade. Two hours to the west from Ainette is the lake Yemouni, (the Leman of the East,) which is well worth the trouble of making a little detour to visit. Leaving Ainette, the country becomes more level, though still slightly undulating; after three hours more, is the village of Deir el Akhmar, inhabited by Maronites. Three hours from Deir el Akhmar, the traveller reaches Balbec, the ancient Heliopolis, or city of the Sun.

The modern inhabitants of Balbec are Moslems, Metowalis, and Greek Christians. The former have a large ruined mosque, in which are three rows of columns, some of red granite, others of beautiful white marble, with Corinthian capitals, all from the ruins of the neighbouring temple. In the outer court are four pieces of beautiful porphyry.

BALBEC.

There is still a covered bazaar at Balbec; a bath, and a manufactory of cotton cloth. The chief occupation of all classes is agriculture. The town, chiefly in ruins, is agreeably situated, at the foot of the Anti Libanus, at the eastern extremity of the valley; it is watered by a clear and abundant stream, surrounded by trees and cultivated fields, and refreshed by cool winds from the snowy summits of the mountains on either side. The women are many of them handsome, and wear the blue gown, with red apron, as in the villages west of Damascus, with a white upper veil, and a coloured one made of transparent muslin, that conceals the face at pleasure.

THE RUINS OF BALBEC.

The ruins of Balbec consist of two very large temples; the smaller and best preserved, dedicated to the Sun, (Baal,) the larger to the "Gods of Heliopolis." The principal entrance to the larger temple was by a Corinthian colonnade, with a handsome flight of stone steps. A wall, of more modern date, has been built across it, flanked at each end by two square towers. Columns, cornices, pillars, and vast fragments of the building lay scattered about here in sad confusion. Scrambling over these, the traveller enters an octagonal court, quite in ruins; passing through this, he reaches a quadrangular court of vast dimensions, around which stood the chambers for the priests, supported by magnificent columns, and open in the front. The roofs have long since fallen in. Along the whole length of the walls are niches, most superbly ornamented with sculpture, and which once contained the statues of the gods.

In the centre of the court, formerly stood the sanc-

tuary, where the more mysterious rites of Baal were performed, and to which none but the higher order of priests were admitted. It is slightly elevated above the rest of the area. The foundations of the outer walls are the only traces that are left of it. Continuing the examination to the westward, the traveller enters another court of smaller dimensions. On the southern side was a colonnade of magnificent Corinthian columns. Six of these only are standing; they are the principal object in every view of the ruins, and most justly are they called the glory of Balbec.

The Temple of the Sun stands nearly south of the great temple, the best view of it is from the six columns. Four richly corniced pillars at the south-east corner, are all that remain of the portico. A Saracenic tower has been built over them, and in front of the principal entrance is a high stone wall, apparently of the same age as the tower. Passing through a low gateway, the traveller finds himself in front of this magnificent portal. It is built in the richest and most florid style of Corinthian architecture. The centre, or key-stone, has been forced partly out of its place, most probably from the effect of some earthquake, to which the whole of Syria is, more or less, subject. Over it is a carved eagle, holding a caduceus in his talons, and garlands in his beak. The interior of the temple is richly ornamented, but the whole of the roof has fallen in.

Not far from the south-east corner is a square Saracenic building, with an arched roof, so formed as to support another building, few traces of which remain; a staircase on one side leads to the top.

This building has been converted into a magazine, by Ibrahim Pacha.

A little to the south-east of the temple, crossing the

river, is a small circular temple of the Corinthian order, embowered among trees. It is one of the most elegant edifices in the whole of Syria. Unfortunately, it has suffered very considerably, in common with the other temples, from repeated shocks of earthquakes, which have left so little standing evidence of the vast and magnificent character of the ancient Balbec.

The first part of the road to Damascus, after leaving Balbec, lies over the western declivities of the Anti Libanus, which are completely barren, without pasture or trees, and almost uninhabited. As the traveller approaches Zebdeni, eight hours distant from Balbec, the country is more populous, and the aspect of the hills is much enlivened by numerous vineyards. No wine, however, is made from them. Zebdeni is a large village, half way between Balbec and Damascus, the approach to it is through plantations of mulberry trees, cultivated for the silk worm. There are some few Christians, but the greater part of its population are Moslems.

The traveller should not forget to provide himself with a letter of introduction to the sheikh, as he is not over particular in his treatment of uninvited guests.

The first part of the route, after leaving Zebdeni, is perfectly charming; the road lies through green lanes, bordered by high hedges of wild roses and other flowers.

The vineyards and mulberry grounds have each their respective hedges, or low walls, that separate them from each other; neither are crossbarred gates wanting, to remind the traveller of his own happy country. In half an hour is Baroudj, beyond which is a flat open country, called Ard Zebdeni, bounded towards the west by the Anti Libanus.

About half an hour distant, a lower valley is reached, through which flows the river Barrada, which in its de-

scent forms several very pretty cascades. The bridge that crosses the river is called the Djissir el Souk. Here the moutains almost meet, and form a pass, extremely wild and picturesque. On the right hand are five or six chambers or tombs, cut in the rocks above, which have been used as places of refuge for the living, as well as of repose for the dead. Below them are the remains of a small temple.

In a quarter of an hour from the bridge, is El Souk, a large village, with a weekly market; here the valley widens. Three quarters of an hour from this is Husseene, and half an hour further, Souk Barrada, with two villages opposite to one another, on either side of the river. After passing the Wady Barrada, in an hour and three quarters the traveller reaches the village of Djadida, situated on the declivity of a hill. From this place the river winds among the valleys, and is lost to sight, till it is crossed by the Djissr Dumar, a fine bridge of two arches. From this bridge the road lies over rising ground, till the traveller reaches the summit of the lower range of the Anti Libanus. Not far from here is the tomb of a Mahomedan saint; it stands upon a hill, which commands a fine view of the city and plain of Damascus. It is called the El Kabat el Nasr, (the arch of victory.)

Soon after this the traveller again enters the city, which I have already described.

EXCURSIONS IN THE HAOURAN AND COUNTRIES SOUTH OF DAMASCUS.

ROUTE FROM DAMASCUS TO EZRA.

From Damascus to El Kessoue	1 day.
El Kessoue to Shaara	1
Shaara to Ezra	1
	3 days.

DESCRIPTION OF THE ROUTE.

Leaving Damascus in the afternoon, sufficiently early to arrive at El Kessoue before dark, it being only a ride of three hours and a half from the city, the traveller takes up his quarters for the night at one of the small coffee houses in this village. Leaving early the next morning, for the accommodation is not sufficiently comfortable to induce a longer stay than necessary, in an hour and three quarters the traveller reaches the small village of Meshdie, in two hours Deir Ali, and in half an hour more Soghba. Four hours from El Kessoue is the ruined village of Merdjan, situated on a declivity near the foot of the mountains. Three hours and a half from Merdjan, the traveller reaches Missema, the ancient Phœnesus; the principal object of interest among these ruins is an elegant temple, in a tolerable state of preservation. There are several other buildings nearly entire, but by no means remarkable for their beauty or style of architecture. In one hour and a half from Missema, the traveller reaches Shaara, his place of destination for the second night. Shaara was once a considerable city; it is built upon both sides of a desert valley, half an hour distant from the cultivated plain. It contains many ancient buildings all in ruins; among others, the remains of a

tower, supposed by some, to have been used for the worship of fire. Its height must originally have been between forty and fifty feet. In the upper town is an ancient arched edifice, converted into a mosque, over the door of which is a Greek inscription. Shaara, like Missema, is deserted by its inhabitants; most of the houses are in good preservation notwithstanding. The streets are cut out of the solid rock, similar to those of many towns in the south of Spain. Ancient tracks of wheels may still very distinctly be seen engraven on the rock. Leaving Shaara the next morning, in about two hours and a half the traveller reaches Khabeb, after traversing a narrow and most precipitous road. The passes through these labyrinths of rocks that form the Ledga, are only known to the Arabs. Two hours from Khabeb is Mehadge, to the east of which are the ruins of Sour and Aasim. From Mehadge to Keratha (close to which is a spring) is a distance of an hour and a quarter, and from thence again the same time brings the traveller to Ezra.

EZRA.

The ruins of Ezra, the ancient Zarava, are between three and four miles in circumference. The present inhabitants continue to live in the ancient buildings, which, having been built of the black stone of the Haouran, are in good preservation. The most considerable ruins stand to the S.E. of the present habitations, they are not, however, in so good a state as in other parts of the town. The greater part of the walls are still standing. The remains of some better furnished houses than usual, called by the natives Seraye Malek el Anfar (Palace of the Yellow King) are still pointed out. On the west and north sides of the town are several public edifices, temples, churches, &c. On the south side stands a square

building, dedicated to El Khouder (St George). In the midst of the inhabited part of the city, are the ruins of another large edifice, formerly adorned by rows of beautiful Doric colums, some of which are still remaining; adjoining this building is a lofty tower, 50 feet high, with windows at the top. Many of the private dwellings have ancient inscriptions over their doors, but they are rendered illegible by the slow hand of time.

ROUTE FROM EZRA TO BOSZRA.

From Ezra to Sedjen	1 day.
Sedjen to Shohba	1
Shohba to Shakka and returning to Shohba	1
Shohba to Soueida	1
Soueida to Aaere	1
Aaere to Boszra	1
	6 days.

DESCRIPTION OF THE ROUTE.

Two hours after leaving Ezra, the traveller passes the village of Bousser, inhabited by Druses; to the south of which is the small village Kherbet Hariri. In one hour more is the Druse village of Baara. One hour from Baara is Keratha, situated upon a hill; the foundations of the ancient city may still be traced. At the foot of this hill are several wells. An hour and a quarter further on is the ruined monastery of Deir el Khouat, and from thence to Sedjen, where the traveller passes the first night, is three quarters of an hour. Half an hour from Sedjen is a spring called Mezra, above which are the ruins of a castle. From the spring to Medjel, where there are several ancient buildings with inscriptions, is one hour.

Three quarters of an hour further on is Kafer el Lochha. The principal objects of interest here are a church, and on the western side of it a large building with a rotunda and a paved court before it. Forty minutes from Kafer el Lochha is Rima el Lochha. Three quarters of an hour S.E. from Rima el Lochha, situated upon an isolated hill is Deir el Liban (Monastery of Milk); it is now quite in ruins. Half an hour east of Deir el Liban, is the ruined village of Daubba. In half an hour more the traveller reaches the village of Mourdouk, on the declivity of the Djebel Haouran. It possesses a spring of good water. From Mourdouk to Shohba, the conclusion of the second day's journey, is a distance of an hour and a half over a very stony road.

Shohba, the residence of some of the principal Druse Sheikhs, is situated at the foot of the Tel Shohba, and is the most perfect of all the ruined cities in the Haouran. The walls may be traced all round the city, and are perfect in many places; there are eight gates, with a paved causeway leading from each into the city. The streets are broad and regularly laid out, and many of the houses are nearly as perfect as when they were built. The doors of the houses are formed of a single slab of stone, with hinges of the same material. In the centre of the town, upon a terrace, stand five Corinthian columns, quite entire, that once formed part of a superb temple. A little further on is a building in the form of a crescent, before which is a large reservoir lined with small stones; to the right of it stands another square massy edifice with a handsome gate; and to the left of this building, in the same street, is a vaulted passage with recesses in its walls. To the west of the five Corinthian columns stands a square building in ruins, now a mosque, with a beautiful pavement in front of it; not only the streets but all

the spaces in the ancient towns in the Haouran, are well paved. To the south of the crescent shaped building, stands the theatre, the chief object of interest in Shohba, and nearly perfect. It is built on a sloping site, inclosed by a substantial wall eight feet thick, in which are nine vaulted entrances into the interior. Between the wall and the seats runs a double row of vaulted chambers, one over the other. The upper chambers are boxes opening towards the seats, and communicating behind with a passage that separates them from the outer wall. The lower chambers open into each other. There are ten rows of seats nearly perfect. The entrance into the area is by three gates; on each side of the two smaller ones are niches for statues. A little to the south-east of the city, are the remains of an aqueduct which formerly supplied it with water. Six arches of it are still standing, and close to these are the baths, quite in ruins. From Shohba the traveller may make an excursion to Shakka, a distance of about three hours; and after having seen the antiquities of this latter place may return the same evening to sleep at Shohba. At both of these towns a good deal of cotton is manufactured, but of inferior quality.

In the next day's journey, the traveller will have to retrace his steps from Shohba to Mourdouk, an hour and a half's distance; another hour will bring him to Saleim, a deserted village. From Saleim the road lies through a wood of stunted oaks, which continues till within an hour of Soueida, where they terminate and the cultivated fields begin. From Saleim to Soueida, is a distance of two hours and three quarters.

Soueida is situated upon high ground on a declivity of the Djebel Haouran. It is the residence of the chief Sheikh of the Druses. A good deal of cotton and to-

bacco is cultivated in its neighbourhood. The ruins of Soueida occupy a circumference of at least four miles. In one of the streets running in a straight line, the houses on both sides are still standing. In several places in this street are small arched chambers, formerly shops.

Soueida contains many antiquities, but all of them are in a very ruinous state. Two hours to the north-east of Soueida is the city of Kanouat, where there are several antiquities worthy of notice, but it is out of the route which I have marked down.

Leaving Soueida the next morning, in an hour and a quarter the traveller reaches Errahha, a small deserted village; twenty minutes further, is the Wady el Thaleth. A quarter of an hour from Thaleth is the ruined village of Kerbet Rishe, and an hour from thence, Ezzehhoue. The people of this village make coffee mortars out of the trunks of oak trees, which they sell at twenty-five piastres each. They are in great request all over the Haouran. Two hours from Ezzehhoue is Aaere; the residence of the second chief of the Druses in the Haouran. Leaving Aaere the next morning, in an hour and a half the traveller reaches Deir Esszebeir, a ruined village and monastery. Three quarters of an hour further is the village of Shmerin, also in ruins; and from thence to Boszra is a distance of about an hour and twenty minutes.

BOSZRA.

Probably of all the ruined cities in Palestine and Syria, Boszra may be considered the most interesting,—from its sacred and historical reminiscences, interesting alike to the classical scholar and to the biblical student.

Under its native princes, it was the capital of Edom; and the northern capital of Arabia Provincia, under

the Romans. Even as late as the seventh century, at the time of its capture by the Saracens, it was called by Caled, their general, "the market-place of Syria, Irak, (Mesopotamia,) and the Hedjaz." It is now for the most part a heap of ruins; here and there the direction of a street or alley is discernible, but that is all. Its modern population, only temporary inhabitants, are a mere handful, lost amidst the immensity of its ruins. Its vineyards and olive trees, for which it was so celebrated in the time of the Romans, are all extinct. Nothing can exceed the desolation of its appearance. How literally the prophecies concerning it have been accomplished! "I will send a fire upon Teman, which shall devour the palaces of Bozrah." (Amos i. 12.) "For I have sworn by myself, saith the Lord, that Bozrah shall become a desolation, a reproach, a waste, and a curse; and all the cities thereof shall be perpetual wastes." (Jeremiah xlix. 13.) See also the 22nd verse of the same chapter; Isaiah xxxiv. 6, &c.

The first object that strikes the attention of the traveller, is the castle of Boszra; it is outside the city walls, a little to the south of the city. It is an immense Saracenic edifice, built round a magnificent Roman theatre, which is by far the most interesting ruin in Boszra. The area or pit is completely filled with buildings, which communicate with the exterior fortress by the ancient galleries of the theatre. The seats were very commodious, flights of steps leading to them on each side of the entrances; the uppermost row was surmounted by a beautiful colonnade of Doric pillars, many of which are still standing. Six Doric semicolumns continued in a line from the colonnade, ornament the upper stories of the parascenia, or side scenes, which remain quite perfect, though the lower stories are concealed by the accumula-

tion of more modern buildings. The colonnade of the mosque of Omar is still standing, but the interior is a heap of ruins. The view from the minaret is very extensive; and the traveller should notice the entrance to the staircase, by a solid stone door. There are two or three ancient churches and other ruins beyond the mosque.

Passing from the great mosque southwards, the traveller comes to the principal ruin of Boszra, the remains of a temple, situated on the side of a long street, which runs along the whole town, and terminates at the western gate. Nothing remains of this temple but the back wall, with two pilasters, and a column joined by its entablature to the main wall: they are all of the Corinthian order, and both capitals and architraves are richly adorned with sculpture. Nearly in front of the temple are four magnificent Corinthian columns, the finest remains of antiquity in the Haouran. About thirty paces distant stands another column, of smaller dimensions, and of more elaborate but less elegant execution. No traces remain of the edifice to which these belonged, but they are in a singular state of preservation. Not far from the temple just described, in descending the street, the traveller comes to a triumphal arch, almost entire.

Among the ruins in the north-west part of the town is an insulated mosque, in the court yard of which is a large stone, covered with a beautiful Cufic inscription. Not far from the great mosque, (the mosque of Omar,) is another triumphal arch, of smaller dimensions than the former, but remarkable for the thickness of its walls: it forms the entrance to an arched passage, through which one of the principal streets passed; two Doric columns are standing before it.

In the eastern quarter of the town is a large reservoir,

almost perfect, two hundred paces in length, and a hundred and fifty in breadth, and inclosed by a wall seven feet in thickness. A staircase leads down to the water. On the south side, it is flanked by a row of houses, some public edifices, and a mosque; and on the west side, by an ancient cemetery.

Vestiges of the ancient pavement may still be seen in many of the streets, with a raised footway on each side. They are all very narrow, just permitting a loaded camel to pass. A number of fine rose trees grow wild among the ruins of the town, which, when in bloom, add much to the picturesque wildness of this ruined city.

On the eastern declivity of Djebel Haouran there are above two hundred cities in ruins, at a quarter or half an hour's distance from each other; these seem to be the cities alluded to in the latter part of the thirteenth verse of the forty-ninth chapter of Jeremiah.

ROUTE FROM BOSZRA TO EZRA.

From Boszra to Aaere	1 day.
Aaere to Narhita	1
Narhita to Ezra	1
	3 days' journey.

DESCRIPTION OF THE ROUTE.

Leaving Aaere on the second day, (see the route from Ezra to Boszra,) the traveller passes over a cultivated plain for about an hour and a half, when he reaches El Kenneker, a fort upon a hill, with a few huts round it. All the villages in this part of the Haouran are inhabited. In an easterly direction, one hour from hence, is Deir Ettereife. Half an hour N.E. is the village of Hadid, and half an hour further on, the traveller passes through

Ousserha, which has a plentiful spring of water. In three quarters of an hour more the traveller reaches Thaale, inhabited only by Mohammedans. Half an hour from Thaale is the village of Daara, with a reservoir; in one hour and a quarter, travelling N.W. is the village of Melchat Ali; and in one hour and a quarter from Melchat Ali is Narhetta. On the south side of the village stands a small square tower with the remains of several other buildings. Continuing the route the next morning, in one hour is Melihat el Hariri, sometimes called Melihat el Atash, and an hour and a quarter from thence is Ezra.

ROUTE FROM DAMASCUS TO DJERASH AND AMMĀN.

From Damascus to Szanamein	1 day.
Szanamein to Shemskein	1
Shemskein to Remtha	1
Remtha to Souf	1
Souf to Djerash	1
Djerash to Ammān (11 hours) . . .	1
	6 days.

DESCRIPTION OF THE ROUTE.

Leaving Damascus by the Bab Ullah, (the gate of Good,) the traveller follows the road annually taken by the Hadj. The first part of the road is broad and handsome, and continues in a straight line for upwards of three miles, bordered on each side by a grove of olive trees. A quarter of an hour from Bab Ullah, to the left, is the mosque of Kubbet el Hadj, where the pacha who conducts the Hadj passes the first night of his journey. Opposite to it is the village El Kadem. Half an hour further is a bridge over a small rivulet: to the left are the villages Zebeine and Zebeinat; to the right, the village

Deirraye. In another half hour the traveller crosses the rivulet El Berde by a bridge; to the right is the village El Sherafie; to the left is the stony district called the War ed djamous. Here the road is very uneven; in crossing it the traveller passes by the Megharat el Haramie, or Robbers' Cave; and in about half an hour more reaches El Kessoue, distant from Damascus three hours and a half in a S.S.E. direction. El Kessoue is a considerable village situated on the Aawadj (or crooked river). In the neighbourhood are some large caverns.

The river is crossed by a substantial bridge, above which is a fortified castle commanding the village. Three quarters of an hour after leaving El Kessoue the traveller reaches Khan Danoun, in ruins. Here the pilgrim caravan passes the second night. From Khan Danoun, following the road over the plain for two hours and a quarter, the traveller reaches Tel, (or high hill,) the highest summit of the low mountain range of the Djebel Khiara. From hence commences a stony district which extends to the village of Ghabarib, which has a ruined castle and a plentiful spring of water. One hour from Ghabarib is the village of Didy, a little to the left of the road: one hour from Didy the traveller reaches Es Szanamein (the Two Idols). Szanamein is a considerable village, with several ancient buildings and towers, and many Greek inscriptions. Here the traveller passes the first night, after having made an eight hours' journey. The next day's route lies over an extensive plain, and follows the high road of the Hadj caravan the whole way; three hours' journey from Szanamein is the small village of Sherain, on the right, and twenty minutes from thence the pleasant village of Dilly, having the Wady Harier on the right hand, whose course runs very nearly parallel with the road all the way to Shemskein, which place the traveller reaches in two hours and a half from

leaving Dilly. Shemskein is situated on the Hadj road, on the Wady Harier, over which a substantial bridge has been built. The Sheikh, at whose house the traveller will sleep, holds the first rank among the village Sheikhs of the country. Leaving Shemskein the next morning, and following the Hadj road in a S.S.E. direction, in an hour and a quarter from starting the traveller crosses the Wady Aar. Half an hour to the left of the road is Daal, a considerable village; and between Daal and Mezareib, but more to the eastward, lies the village of Draa, the ancient Edrei. In two hours and a quarter is Tefas, with a handsome mosque. At the end of three hours, the traveller reaches El Mezareib, the first castle on the Hadj road from Damascus. On the N. and E. side of it are a number of springs which empty themselves into a small lake, the water of which is perfectly clear and abounds with fish; in the centre is an island. On a promontory on the verge of the lake are many ancient ruins. The warehouses of the castle are annually stocked with every possible provision for the pacha and his army, which accompanies the Hadj. One hour from Mezareib are several mills. In an hour and a quarter the traveller passes Wady Torra; in one hour and three quarters he comes to Wady Shelale; and in three hours reaches Remtha, the last inhabited village on this side of the Haouran. The greater part of the houses are built against caverns, with which this district abounds.

Leaving Remtha the next morning, in two hours and a half the traveller passes the ruined village of De hama, on the summit of a hill. In three hours is the Wady Warran. Here the route begins to ascend. In five hours and a half the summit of Djebel Kafkafa is reached, where there are traces of ancient buildings. From this point there is a fine view over the plain of Djerash and

the mountains of Zerka and Belka. In seven hours and a half the traveller reaches the village of Souf, and takes up his quarters for the night at the house of the sheikh.

Souf is well supplied with water by three springs which rise close to the village; near their sources are numerous caverns where the poorer peasants reside. Among the antiquities to be noticed here are an ancient square building with several broken columns. One of the springs is covered with an arch on which are some Greek inscriptions. Leaving Souf the next morning, in one hour and half, proceeding in a S.S.E. direction, the traveller reaches the city walls of Djerash, (the ancient Gerasa,) one of the chief towns of the Decapolis.

DJERASH.

The ruins of Djerash are situated upon an elevated plain in the mountains of Moerad, on both sides of the Wady Deir; the Seil Djerash, (or river of Djerash,) empties itself at a short distance from the town, into the Wady Zerka, the ancient Jabock. The principal part of the city stands on the right bank of the river. Commencing with the south-western part of the city, the traveller passes through an oval colonnade, of the Ionic order, in very good preservation, and ascends to the remains of a magnificent temple, once surrounded by a peristyle of Corinthian columns, of which one broken one only remains erect. Close to the temple stands a theatre in excellent preservation, the circles, of which there were originally thirty in number, being often quite perfect for many rows together. The galleries are now the private dwelling houses of the Arabs. The buildings behind the stage, with the three front doors, (filled up with rubbish,) and the side entrances, remain unusually perfect, and many of the pillars are still standing. A large circus

outside the S.W. gate, and the remains of a large triumphal arch, are the only objects worthy of interest in this direction. Entering a second time through the remains of the south-west gate, to the oval colonnade, the traveller proceeds along the principal street running N.E. and S.W. along the side of the hill on which Djerash is built. This street is bounded by a row of Corinthian columns, and at its point of intersection with another which runs down to the river, stand four superb square pedestals, ornamented with niches for busts on each side. The cross street leads to a bridge which connects the two sides of the town together. On the opposite side to that which the traveller has just visited, stand a large Christian church and the ruins of a temple. Proceeding along the principal street, the traveller comes to the remains of another temple, with four lofty columns in front of it. Further on, to the left of the street, stands the gateway to the temple of the Sun, or Baal, the principal ruin of Djerash. A flight of steps led originally from the propylon, or gateway, to the brow of the hill, and a central colonnade from thence to the temple. It stood in the centre of a large court surrounded by columns, of which two only, on the north side, remain perfect. Those of the portico are in very good preservation, and beautifully proportioned, but the inside of the temple is quite plain. Opposite to the propylon, another cross street runs down towards the river, bordered by columns which remain standing only on the south side. Beyond the propylon, following the course of the main street, stands another theatre, or arena for wild beasts, with a colonnade in front of it, from which a third cross street runs down to the river, meeting the principal street at a rotunda, (which has suffered much from the recent earthquake,) and terminating in an immense accumulation of

vaults and arches, overhanging the stream where the ancient baths were situated. The high street runs on, in a north-easterly direction, to the gate of the town *.

The distance from Djerash to Ammon is about thirty-five miles, a long day's journey of from ten to eleven hours. The whole of this country was once thickly populated, and is strewed with the ruined sites of ancient towns and villages. The whole tract is now quite uninhabited, and forms one vast pasturage for the flocks and herds of the Bedouin Arabs.

In about ten hours and a half from Djerash, the traveller descends a precipitous stony slope, into the valley of Ammon. The hills on both sides are bare and rocky, and full of excavations and natural caves. At a sudden turning in this narrow valley, the antiquities of Ammon commence.

AMMON (PHILADELPHEIA).

Passing by the southern gate of the town, beneath a high wall and lofty terrace, with one pillar yet standing, the sole remains of a portico, the traveller reaches the Mausoleum, a handsome square edifice, ornamented with Corinthian pilasters, and an elegant cornice, the greater part of which is lying broken on the ground. The form of the interior is circular, and an arched window opens upon the river. The corresponding walls and windows of this edifice are quite destroyed. Beyond this, a little to the west, are the ruins of a large and well built Christian church, with a steeple ascended by thirty-three steps, in excellent preservation. Further on, following the bend of the river, which divides the town into two parts, are

* The journey from Djerash to Boszra, across the Desert, may be accomplished in about ten hours. This route is, however, impracticable for horses, there being no water the whole way.

seen the remains of a portico, ornamented in front with lofty Corinthian columns, four of which, though much injured, are still in their original position. The river throughout the valley is confined, as in olden times, by an artificial channel of masonry to guard against inundations. The traveller crosses the stream to the southern bank by a broad and handsome bridge of one arch, and in a few minutes, reaches a magnificent theatre, built in the hollow of the southern hill. This theatre is by far the noblest ruin in Ammon. A quadrangular colonnade, of the Corinthian order, extends in front of it; twelve of the pillars, forming the south-western angle, are still standing. Between the colonnade and the south-west corner of the theatre, the ancient pavement remains very perfect; the raised pavement of the proscenium is also in good preservation, but this part of the building is much injured, and many fragments of Corinthian columns, with their capitals, are strewed around. Forty-three tiers of very high seats, divided by three galleries, may be still seen. There is no doubt that several more tiers still exist, covered over by accumulations of earth and rubbish. In a wall built up against the rock, behind the highest gallery, is a doorway which leads into a square vaulted apartment, which, according to the tradition of the Arabs, was the summer residence of the Prince of Ammon, cotemporary with King Solomon. Beyond the theatre, and the last building in that direction, is a curious nondescript pile, the ruins of which are extensive. Nearly opposite the theatre, on the northern hill, stands the castle. There are a great many other ruins in the valley of Ammon, but in such utter decay that it is difficult to say what they have been. Such is the Ammon of the Scriptures, whose inhabitants, a great and wealthy nation, were constantly warring with the chosen people of

God, or tempting them to the commission of those idolatries, which led to the awful denunciations of Jeremiah and Ezekiel against her cities and people. "I will make Rabbah a stable for camels, and the Ammonites a couching place for flocks." (Ezek. xxv. 5.) These extensive ruins are much resorted to by the flocks of the Bedouins, and the camels bred in this country are sufficiently numerous to supply all the markets of Syria.

It is one day's journey from Ammon to Szalt, or Assalt, and from hence the traveller will proceed either to Jerusalem and Jaffa, or to Acre and Beiroot, by one of the routes previously laid down.

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Beiroot	33	22	250
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Constantinople	15	10	105

Steamers pass between Constantinople and Smyrna once a week all the year round; and between Smyrna and Alexandria, calling at the intermediate ports, once in every four weeks.

Further particulars may be obtained by the traveller, on application to the agents at the following places:—

Constantinople—Messrs. Hayes, La Fontaine, and Co.

Salonica—Cæsar Loir.

Smyrna—Messrs. Hayes, La Fontaine, and Co.

April 1, 1840.

The traveller will have no difficulty in reaching Smyrna, either from Jaffa or Beiroot, as steamers, under the ar-

* Passengers of the 3rd class (sleeping on deck) being chiefly Turks or Arabs, the charge is made in piastres, the coin of the country; 104 piastres are equal to one pound sterling.

rangements now making by the companies, will be constantly touching at these ports; but if he propose to visit Ephesus, I should advise his stopping at Scala Nuova, instead of proceeding to Smyrna, as the excursion to Ephesus is more conveniently made from this point.

ASIA MINOR.

THE SEVEN CHURCHES, ETC.

ROUTE FROM SCALA NUOVA TO SMYRNA, BY EPHESUS.

Scala Nuova (the ancient Neapolis) is a small sea-port, which, with a little expense, might be rendered one of the finest harbours along this line of coast. The town itself is partly situated upon a rock, and at a distance presents rather an imposing appearance, but this vanishes the moment the traveller crosses its narrow and filthy lanes. Its bazaar is tolerably well supplied with rice, dried fruits, and other home produce. At one time it possessed a tolerable foreign trade, but since the Greek revolution and subsequent massacre in 1820, its commerce has been entirely ruined. There is no hotel here, but travellers may be accommodated at the vice consulate, (paying of course at the usual rate.) The population is estimated at something under 6,000.

Scala Nuova is distant from Ephesus about four leagues, or three hours' journey; and in case the Meinder (the ancient Cayster) should be unfordable, which is very seldom the case, there is a road over the hills to Ephesus.

ROUTE FROM SCALA NUOVA TO EPHESUS.

(A three hours' journey.)

After leaving Scala Nuova, the road winds along the sea-coast past a Turkish burial ground; at the distance of half an hour are the ruins of an aqueduct, built in the

time of Justinian, which may be traced at intervals all the way to Ephesus. About half an hour further, is a small Turkish cafénet, and behind it a cistern. Some little distance further, the traveller again comes in sight of the sea; as he traverses a maritime plain through which flows the Meinder. In about three quarters of an hour more, the village of Karvaglia is reached, sheltered by some low flat-topped hills. With the exception of a large plane tree and a fountain of fresh water, no other object worthy of mention occurs till the traveller reaches the ruins of the far famed city and temple of

EPHESUS.

According to Heraclides, this city derives the origin of its name from the Greek word Εφεσις, an ardent craving after, because the Amazons, after much solicitation, obtained permission from Hercules to found a city there. Ephesus was besieged and taken by Crœsus, king of Lydia; it afterwards fell under the dominion of the Persians, till Hegeseas, the last ruler of that nation, was expelled by Alexander the Great, who established the democracy.

After his death it passed into the hands of Lysimachus, who caused the ancient city to be demolished and built a new one in its stead, which, from its great wealth and the magnificence of its buildings, was long considered as the metropolis of all Asia Minor. After the death of Lysimachus it became subject to the kings of Syria, until it was restored to its freedom by the Romans, to whom the Ephesians proved faithful allies; but afterwards, being persuaded by Mithridates, king of Pontus, they massacred without distinction all the Romans within their walls, and for this they were severely punished by Sylla.

Ephesus continued to flourish under the government of the Roman emperors, who added many beautiful temples to it, and increased considerably the circumference of the city; and when Christianity began to flourish under the auspices of Constantine and Theodosius, and became the established religion of the land, numerous churches were erected on the ruins of the Pagan temples. It was under the reign of the Emperor Alexis, father of Anne de Commino, that the Mahometans made themselves masters of Ephesus; it was again retaken by the Greeks in 1206, but finally lost in 1283, and from the commencement of the 15th century it has formed a part of the Turkish dominions.

Such is a brief historical account of one of the most magnificent cities in the world, whose very site in this present day can with difficulty be traced.

Ephesus appears to have been built in a narrow valley intervening between Mounts Prion and Corissus. The whole of this district is so thickly strewed with ruins that it is impossible to mistake its locality. The Temple of Diana was built for the sake of greater security in the marshes at the foot of the hill, and opposite the town; scarcely any remains now exist of the magnificent columns that formerly adorned it, the greater part of them were removed to Constantinople, to assist in embellishing the numerous public edifices of that capital.

The fragments of two or three pillars of red granite, which evidently once formed part of the structure of the ancient temple, and large masses of broken masonry, may still be seen scattered about its ruined area, as well as a considerable extent of the arches upon which the temple was built; but these subterranean remains are difficult of access, on account of the depth of water and the accumulation of soil, which has been gradually filling them up:

At a short distance from the city walls are the ruins of a smaller temple, supposed to have been burnt by Eratostratus on the day of the birth of Alexander the Great. Opposite the centre of the town, beyond a wide pavement of flat stones, there is a small elevated sanctuary; the bases of sixteen columns, and a staircase leading to the top, may be still seen.

In front of the city, in the direction of Scala Nuova, there is a hill at right angles to the amphitheatre, within which Ephesus stood; here are traces of ruins of a considerable extent; this appears to have been one of the suburbs.

Twenty minutes after leaving Ephesus is the Turkish village of Ajasaluk, which from the immense number of fragments of broken marbles and other ruins, appears to have formed another suburb of the city. A large castle and a handsome mosque, now deserted, are the only objects worthy of notice. Close by this village is a small cafénet, or khan, built of mud, where the traveller may be supplied with coffee and pipes—nothing else can be obtained.

Ephesus is distant from Smyrna about 15 hours' journey, the route lies over a wild and mountainous tract of country for the greater part of the distance; there are several small khans on the road where the traveller may stop to refresh himself and horses; the charge for horses throughout all Asia Minor is much the same as in Syria, viz., about 20 piastres per day. The horses I engaged at Scala Nuova to take me to Smyrna cost something more, but the additional charge went into the pocket of the vice consul, who, though officiating for several nations, does not receive one farthing in the shape of salary from any of them.

SMYRNA*.

The richest and most commercial city in Asia Minor, celebrated for its figs, the beauty of its women, and its delightful society, deserves the name bestowed upon it by the Franks, of the Paris of the Levant. Its appearance, when viewed for the first time from the gulf on which it is situated, is highly picturesque, and bears a strong resemblance to Zante, but this vanishes the moment the traveller crosses the interior. Zante, in its construction, being essentially Venetian, and Smyrna having all the characteristics of an eastern town. It is built upon the slope of a hill†, crowning which are the ruins of its ancient castle, erected by John Comnenus in the 13th century. The streets of Smyrna are narrow, and the greater number of the houses constructed of wood, but they are handsomer than those of any other place in Asia Minor. Every part of the city is interspersed with trees, which afford an agreeable shade; a channel runs down each street, but the water is too dirty to produce any beneficial effect.

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* The traveller who purposes making the tour of Asia Minor, should make this town his starting place, not only from its central position, but from the facility afforded of procuring a Teskeris (passport) and a Bouyourdee from the governor, without which a traveller cannot command post horses, and is subjected to the painful necessity of driving bargains, from time to time, with the owners of animals for hire, whose demand is generally in proportion to his supposed means of payment; while with this paper in hand, he is supplied at every station with as many horses as are notified in it, at a piastre each per hour. They proceed at the rate of a mile in twenty minutes. The traveller should likewise provide himself with a tent, a carpet for a bed, some leather bottles, a supply of coffee, &c.—Vide page 4.

† Mount Pagos, where the site of the temple of Æsculapius has been discovered. Here Polycarp suffered martyrdom.

The upper part of the town is occupied by the Turks, the Armenians and Jews inhabit the centre of it, while the residences of the Franks are along the flat semicircular space that runs for a considerable distance by the edge of the gulf. Smyrna contains two large bazaars, worth visiting, some handsome barracks, six burial grounds, and twenty-two mosques. Its population is estimated at 13,000, half of whom are Turks, the remainder is composed of Franks, Armenians, and Jews.

Within the fortress, situated, as I have before said, on the hill that commands the town, are some subterranean vaults, used formerly as cisterns. At the foot of the hill runs the stream Meles, crossed by an aqueduct. At a short distance from the city, and beyond the Meles, are several springs, forming a small lake, which bears the name of Diana's baths; ancient ruins, and fragments of beautiful marbles are still visible upon its banks. Within the town are several hot springs; these and the appearance of lava in the neighbourhood, without historical accounts of earthquakes, &c., which are not wanting, would prove the whole of this district to be highly volcanic.

In the year 180 it was entirely destroyed by an earthquake, and was rebuilt by Marcus Aurelius. Sedikeu, Bougiah, and Bournabat, are three large villages in the neighbourhood, whither the Smyrnæans retire during the summer heats; they are pleasantly situated and worth visiting.

At the Pension Suisse the traveller will find comfortable accommodations, &c., for a dollar and a half per day. During the time I spent at this hotel, I had no occasion to complain, either of over charges or want of civility. The two brothers who act as dragomen to the hotel are Jews.

Steamers are constantly going backwards and forwards

to Constantinople, Syra, and Salonica; and once every month an Austrian steamer starts for Alexandria, calling at Jaffa, Rhodes, and Beiroot on the voyage.

To visit Ephesus and return, three days must be allowed.

ROUTE FROM SMYRNA TO SARDIS.

	Days.		Hours' march.
From Smyrna to Casaba	1	=	9
Casaba to Sardis	1	=	6
	2 days.		

DESCRIPTION OF THE ROUTE.

The road for some little distance, lies through a tolerably well cultivated country, abounding in fruit trees. Soon after leaving the bridge of Cravans, the traveller sees the villages of Bournabat and Oujah, situated on high ground. In the distance may be seen a range of lofty mountains, extending as far as the eye can reach. In six hours from Smyrna, is a cafénet, (καφενὲ, the Romaic word in Asia Minor for a coffee-house,) here the traveller will pass the first night. Leaving early the next morning, the first object of interest on the road is the picturesque village of Vimfi, under a rocky mountain, embowered in trees; above the village is a strong fortress. From this place there is a fine view over a magnificent plain, thickly wooded with stunted oaks and luxuriant shrubs. One hour's ride from the cafénet, brings the traveller to the ruins of a Roman bridge over the Nimphtchi, which river is crossed several times along this route.

In three hours more is Casaba, a small town containing two mosques, a bazaar, and some very dirty streets. It is celebrated for its pears and water melons.

An hour from Casaba, is a burial ground, containing

many ancient columns and remains of extensive buildings, marking the site of some ancient town; to the left of the road is a wide stretching plain, and to the right, in the distance, a range of precipitous and broken mountains, illustrating that sublime expression of Byron's—

> " The wild rocks shaped as they had turrets been,
> In mockery of man's art." CHILDE HAROLD.

In five hours from the burial ground, and six from leaving Casaba, the traveller reaches the ruins of Sardis, (another of the Apocalyptic churches.)

SARDIS,

Now called Sart, occupying the site of the once magnificent capital of Crœsus, King of Persia, stands at the foot of Mount Tmolus, in a plain bounded on all sides by hills, wild, barren, and uninhabited. On this plain was fought the battle which placed the liberty and dominions of Crœsus in the hands of Cyrus his rival; thus accomplishing the prophecy, that " Lydia should become as a rib in the hands of the Persian bear."* Here Alexander rested after the battle of the Granicus; and here were encamped the armies of Xerxes, Antiochus, and in later days, of Timur Shah. On the left of the road from Magnesia, beyond the Sard Chace, (the ancient Pactolus,) and nearly opposite the old Turkish burial ground, is a large mass of ruins, which shew the site of a theatre. Near these are the remains of the palace of Crœsus, the walls are of prodigious thickness, and built of Roman brick. The western side is entirely in ruins. All that now remain, are three rooms of semicircular form. In a westerly direction from the palace, are remains of the church of St. John; and on the slope

* Dan. vii. 5. See also Newton on the Prophecies.

of the hill just above it, the church of the Panagia. Five of the main buttresses of each of these churches still remain.

Still higher up the hill, (the Acropolis,) are vestiges of a theatre or stadium. It was on this side that Antiochus scaled the walls and gained possession of the citadel of the Acropolis. Scarcely any thing remains, but from its summit, among other interesting objects, may be seen the tumulus of Halyattes, (the father of Crœsus,) and the Gygæan lake. The temple of Cybele is situated in a valley, watered by the golden Pactolus of olden times, between the Acropolis and the main range of Tmolus; two half buried Ionic columns are all the remains existing of it, and around their bases are the fragments of many others.

ROUTE FROM SARDIS TO PHILADELPHIA.

(One day's journey.)

DESCRIPTION OF THE ROUTE.

Two hours after leaving Sardis, is the village of Saliklee, containing about forty huts; the cafénet is kept by a Greek. The road now lies between Tmolus and the other range of mountains that extends on either side of Sardis. Three hours from Saliklee is another cafénet. From hence to Philadelphia is a distance of two hours and a half, through a narrow valley formed by hills of an inconsiderable elevation.

PHILADELPHIA.

This city derives its name from Attalus Philadelphus, owing to its proximity to the volcanic district called καταχαιομένη, (or burnt up,) it has suffered much at various times from earthquakes. It was one of the fourteen cities that was swallowed up in the reign of Tiberias

Cæsar. Philadelphia was the last city in Asia that submitted to the Turks, who took possession of it under the command of Bajazet in 1390. The town is surrounded with a strong stone wall, flanked with round towers, in a tolerable state of preservation; the houses are mean and irregular, as throughout Asia Minor, and look out upon narrow, winding, and (as usual) exceedingly dirty streets. Few towns, however, possess more interesting relics of antiquity. Beautiful Ionic capitals, cornices, and columns are singularly mixed up with modern buildings, while magnificent sarcophagi form the common water troughs; the church of St. John is the only Christian ruin that can be distinctly traced. The population of Philadelphia consists of about seven thousand Turks and a thousand Greeks. It contains twelve mosques, and five churches, where Christian service is regularly performed.

During his stay here, the traveller will take up his quarters at the Archbishop's palace.

ROUTE FROM PHILADELPHIA TO LAODICEA.

(A two days' journey.—16 hours.)

DESCRIPTION OF THE ROUTE.

The road lies through the extensive plain of the Hermus, then rounding the extremity of Tmolus, passes between two ridges of Mount Mesogis.

From Philadelphia to Tripolis, the scene of St. Philip's martyrdom, is a march of ten hours. From thence to Hierapolis, across the Mæander, four hours more. The ruins of a theatre, &c., are all the remaining antiquities. This district is celebrated for its hot springs. Leaving Hierapolis, the traveller crosses the Lycus, and after a ride of two hours, reaches

LAODICEA.

This ancient city derives its name from the wife of its founder, Antiochus, the son of Stratonice. It was once the most considerable town in all Phrygia, the ruins of a magnificent amphitheatre, and two theatres, with vast masses scattered about, are the only memorials of its former greatness. Its only tenants are wolves and jackals.

ROUTE FROM LAODICEA TO THYATIRA.

From Laodicea to Adala	6 hours.
Adala to Marmora	6
Marmora to Thyatira	4
	16 hours.

DESCRIPTION OF THE ROUTE.

Crossing the wide plain watered by the Hermus and one of its branches, and leaving Tmolus and its rugged peaks on the left, in six hours the traveller reaches Adala. With the exception of two small villages, the whole country is entirely uninhabited, and judging from the number of large cemeteries along this route, it may be called little better than one immense burial ground.

Just after leaving Adala, the traveller sees a long black ridge of lava, as if recently ejected, about a mile in length and of considerable breadth. At intervals of five miles are three pits, formerly volcanoes. The whole of this district forms part of that tract of country above mentioned, distinguished by the ancients under the name of κατακαιομένη, (burnt up,) which extended for sixty miles from east to west, and fifty from north to south, including Philadelphia, Laodicea in Lydia, and Hierapolis

in Phrygia, all of which have suffered more or less from volcanic agency.

At the foot of the ridge of lava, and for several miles in the vicinity, the cotton plant grows wild. In two hours after passing this ridge, and about eight miles from Sardis, to the west, is the tumulus of Halyattes and the Gygæan lake, with Sipylus rising behind it. This lake contains great quantities of fish, and during the winter is much resorted to by wild fowl. Between Adala and Marmora, there is only a single village, called Jemeordum, standing at the foot of the range opposite Tmolus. Three hours from Adala, the road, passing over a hill, enters a morass formed by the waters of the Gygæan lake. The road runs for two hours along this morass, after leaving which, signs of cultivation are perceived, and in an hour more, the traveller reaches

MARMORA,

Picturesquely situated on the acclivity of a high hill, surrounded by fragments of pillars, and ancient buildings. It contains about five hundred houses, fifty of which are inhabited by Greeks. From Marmora to Thyatira is a ride of four hours. In the road are several burial grounds; the latter part of the road lies through a beautiful wood, which conceals the town from view, until, at a sudden turn of the road, it appears to considerable advantage, embowered in groves of poplars and cypress trees.

THYATIRA,

(The modern Akhissar,) formed part of the ancient Lydia. It was founded by Seleucus Nicanor. Here Antiochus the Great collected his forces, before he gave battle to Scipio Asiaticus, on the plains between Thyatira and Sardis. Here was born the Lydia of the Scriptures,

the seller of purple, who entertained the apostle Paul. The town itself is situated in the centre of an extensive valley, producing fine crops of cotton as well as corn. It is of considerable extent, containing thirteen hundred Turkish, four hundred Greek, and forty Armenian houses. The bazaars are large and well supplied, and the khan is handsome, clean, and kept in good repair.

ROUTE FROM THYATIRA TO PERGAMUS.

(One day's journey, about eight hours and a half.)

DESCRIPTION OF THE ROUTE.

There are two routes to Pergamus; the higher or mountain route I have selected, for it is by far the most beautiful; it traverses a wild and picturesque country, occasionally skirted by luxuriant forestry. In three hours from Thyatira, the traveller reaches the village of Yaickooee, from whence there is a continual ascent as far as Ainess. Here the road again descends for about two hours; the traveller then crosses the Caicus, a broad but shallow stream, and in half an hour more, reaches Kenik, a pretty town situated at the foot of the mountain. From thence to Pergamus, which lies thickly embowered amidst its cemeteries of tall cypresses, is a three hours' journey.

PERGAMUS

Was founded by Philetærus, the last of whose successors having no issue, left his dominions to the Romans, B.C. 133. It is celebrated as being the birth-place of Galen the physician, and Apollodorus the mythologist. Here Antipas, the faithful witness, was burnt in a brazen bull. The modern town contains four thousand Turkish

families, five hundred and fifty Greek, one hundred and fifty Armenian, and twenty Jewish houses.

The principal ruin here is the church of St. John. Three magnificent vases have been found in Pergamus, one of them is in St. Sophia, at Constantinople; another at Broussa, and the third still remains here.

ROUTE TO SMYRNA.

Four hours from Pergamus is the village of Kleesakooee, from whence the road skirts the sea-shore for some miles, and passes a little to the west of Giuxel Hissar; the distance to Menimen is seven hours, the last four of which are over high mountains. Half an hour from Menimen, the ancient Temnus, the traveller again crosses the Hermus. Three hours more bring the traveller to the Scala, or landing place, on the gulf of Smyrna; here he should take boat. The voyage from hence to Smyrna occupies about an hour and three quarters.

Thus, in less than a fortnight, the traveller will have seen all that remains of the most interesting of Asiatic cities, but many others yet exist in the interior equally extensive, of whose ancient political importance, as compared with their present state of decay, little is known to history.

The seven churches of the Evangelist, are not supposed to have been more extensive or more particularly favoured than those of many other cities, but St. John, as their diocesan, particularly addresses them by name, foreseeing the state of moral and religious darkness to which they, in common with all Christendom, were about to be reduced, under the Papal hierarchy, as a first step to the utter desolation which the followers of Mahomet, (under the type of Antichrist,) were to bring upon all those

cities, in which the first true light of the gospel had burned with a pure flame that seems never to be rekindled.

ROUTE FROM THYATIRA (EK HISSAR) TO BRUSA.

	Days.	Hours' march.
From Thyatira to Galemba	1	= 5
Galemba to Goltschuck	1	= 5
Goltschuck to Tchagousch .	1	= $4\frac{1}{4}$
Tchagousch to Sousougerlich	1	= $8\frac{1}{2}$
Sousougerlich to Lupathion (Oulabat)	1	= $5\frac{1}{2}$
Lupathion to Brusa	1	= $10\frac{1}{2}$
	6 days.	

DESCRIPTION OF THE ROUTE.

Leaving Thyatira the traveller passes through a fertile plain, well cultivated and fenced with hedges; the vineyards here are very productive though they do not yield a fine wine. On the sides of the mountain, which close in the plain, are the villages of Eisoni and Eisolekka. In an hour and a half from Thyatira, the traveller reaches a fine spring of fresh water, and crosses a river running in the direction of the city. A little further, on the right side of the mountain, are the villages of Heirlah and Tchiflech, and in five hours from the time of starting, the traveller reaches Galemba, a small town with a Turkish population. Proceeding among a range of hills fringed with brushwood, in an hour and a quarter more the traveller reaches a caféner. From hence to Goltschuck the route lies over a wild and uncultivated country, but after leaving this village, the scenery entirely changes; the traveller passes through a range of beautiful woods, and

then traverses a plain, leaving the village of Boaditch on the right; continuing the route among the mountains he at length descends into the corn fields, close to the village of Tchagousch. In two hours and twenty minutes from hence, the traveller crosses the ancient Caicus, here a shallow stream, and enters the village of Mandoria. From Mandoria to the next cafénet, the distance is four hours; the mountains are covered with brushwood with occasional pasturage. An hour from the cafénet is the village of Omerluki, beautifully situated in the valley on the right. In two hours and a half, the traveller crosses the ancient Macestus, (the Sousougerlich,) and in an hour more the village of the same name, situated in a rich corn district, bordered by hills covered with brushwood.

Leaving Sousougerlich, in two hours the traveller reaches a village under a beautiful hill; from hence the plain becomes wider. In an hour more is a cafénet; here formerly stood some ancient city, at least if we may judge from the number of marble fragments strewed about. The route now lies across a grassy plain, and after proceeding for three hours the traveller comes to a fountain, over which is a lofty tower, something similar to the fire towers in Ireland. The road now turns in an easterly direction across the plain, presenting a fine view of the snowy crests of Olympus, rising far above the range of the other mountains; a short distance from here is the town of Lupathion, situated on the banks of a large river, the ancient Ryndacus *.

Crossing the Ryndacus by a wooden bridge, in three quarters of an hour the traveller reaches a Genoese for-

* It issues from the lake of Apollonia, and joining the Sousougerlich, falls into the sea of Marmora. On the banks of this river Mithridates was finally overthrown by Lucullus.

tress in ruins, and continuing in an easterly direction arrives at the town of Apollonia, built almost in the lake of the same name. Five hours from hence is the rich and commercial city of

BRUSA.

The ancient capital of Bithynia was founded by Prusias, 220 B.C. Its inhabitants appear at a very early period to have been Christians, as it was from this city that Pliny the younger wrote his celebrated letter to the Emperor Trajan. It was one of the earliest conquests of the Turks, and fell beneath the victorious arms of Orchan, in 1326. Situated in a rich and fertile plain, watered with many streams, Brusa stands beneath the shadow of Mount Olympus, on the lower base of which it is partly situated. Its total circumference does not exceed seven miles, while its length is more than three. The population may be estimated at about 80,000, of which the greater proportion are Mohammedans. Its principal trade is in silk, for which, owing to the immense number of mulberry trees that cover the whole of the intermediate district, it has been long celebrated. This city contains 200 mosques, many of which are worth visiting, and as the inhabitants are by no means so bigoted as the generality of the Turks, admission may be readily obtained by the present of a few piastres, without trouble or risk of danger. The bazaars are well worthy of notice.

Brusa has, in all ages, been celebrated for its baths and mineral waters; they are situated about half an hour's walk from the city. The temperature of these springs varies from 107½ to 183½ of Fahrenheit. There is no hotel at this town, but travellers can either take up their

quarters at the khan, a clean and spacious building, or they can obtain lodgings at one of the European consuls.

To ascend Mount Olympus, it takes between five and six hours; one dollar is the usual charge for the horses used for this excursion. Travellers who are proceeding from this city to Constantinople, should ride as far as the Gulf of Modania; the charge for horses should not exceed half a dollar, and the distance can easily be accomplished in five hours. Arriving at Modania, the traveller should engage a caïque to take him to Constantinople, visiting, on his way, the isle of Princes, formerly the place of banishment of the Turkish nobility. In fine weather, without stoppages, the voyage may be performed in 12 hours at the cost of between 60 and 70 piastres, equal to about 12 shillings English money.

VOYAGE FROM SMYRNA TO CONSTANTINOPLE.

MYTILENE.

Soon after leaving Smyrna, the vessel coasts along the beautiful island of Mytilene, the ancient Lesbos, of which Sappho, Alcæus, and Theophrastus were natives, and whose glorious climate inspired those early and most successful efforts of the Lyric Muse, which are almost entirely lost to us, through the destructive bigotry of the Romish church, during the middle ages.

This island is 38 miles in length and 28 in breadth, with a population of 30,000, whose chief employment is the preparing of wine, oil, and dried fruits for the Smyrna market.

TENEDOS.

Sixty miles from Lesbos is the small island of Tenedos, (now called Bogtcha Adassi,) 18 miles in circumference.

To this island the Greeks retired to arrange their last successful effort against Troy, after pretending that they had altogether raised the siege.

THE RUINS OF ALEXANDRIA TROAS.

About 10 miles from Tenedos, are the town of Eski Stamboul and the ruins of Alexandria Troas, one of the first maritime cities of Asia, under the Roman empire; they abounded in the remains of magnificent public buildings, which have been, on various occasions, removed by the Turks, for the purpose of repairing other cities.

The largest granite pillar in the world, excepting that at Alexandria, (from whence this was probably brought,) has been discovered here, half buried in the soil.

This city was one of eighteen, built by order of Alexander, and completed by Lysimachus; its advantages of situation must have been great, as both Julius and Augustus Cæsar entertained the idea of making this the capital of the eastern empire.

A theatre excavated in a hill, is the most perfect of the numerous piles of ruins. It appears that Christianity obtained an early footing here, as we may conclude from the twentieth chapter of Acts, that the number of disciples was considerable at the period of St. Paul's first journey.

ASSOS.

If the traveller can obtain horses at Eski Stamboul he should cross over to Assos, (an expedition which will occupy two days.) The ruins of this city are very extensive, and have never yet been fully explored by persons competent to judge of their probable character.

Many of its theatres are believed to have been converted into Christian churches during the second century.

St. Paul appears to have proceeded to this place on foot, from Troas, with the view of crossing the straits to Mytilene. Acts xx. 13.

If a party can be made at Smyrna, and the season is favourable for such an excursion, all the places on this coast may be visited in a small vessel; the traveller always sleeping on shore at night, and having plenty of good ports close at hand if the weather should suddenly change.

THE DARDANELLES.

The straits of the Dardanelles are about 60 miles in length, and vary from 2 to 4 in breadth, forming a slight but most important barrier between the two continents; and as such—likely, ere long, to become a bone of contention among the great powers of Europe.

Before entering the sea of Marmora, we reach the towns of Gallipoli and Lamsaki, the Gallipolis and Lampsakus of the ancients.

The sea of Marmora, called by the Romans the Propontis, from its relative situation to the Pontus Euxinus, derives its modern name from the marble quarries on the large island which occupies its centre. Few travellers will, however, like to pass the straits without paying a visit to the supposed site of Troy, and the classic heights of Mount Ida.

VISIT TO THE PLAINS OF TROY.

Landing for this purpose at the town Chanak Kalesi, the traveller should engage horses and allow himself two days for the excursion.

Chanak, though without trade, and in appearance no better than a labyrinth of narrow filthy lanes, is much resorted to by shipping, vessels being frequently detained here for several months by contrary winds. Traversing the sandy coast of the Dardanelles for some hours, the route turns inland over a most romantic country, sometimes through a narrow valley bounded by low hills, clothed to their summits with sweet smelling shrubs, at others over a perfectly level sward, irrigated by numbers of little springs; the day's journey terminates at the river Scamander, of classic memory, on whose banks now stands the little town of Bournabashi, which occupies the site of that ancient city, rescued from oblivion by the immortal songs of Homer. The traveller should procure a recommendation from the consul of the Dardanelles to the Agha, as there is no inn or place for the reception of strangers; moreover the Agha is perfectly acquainted with all the classic localities, which are not easily discovered. On an eminence above Bournabashi stands the tomb of Hector, formed of large masses of stone heaped together, like a Celtic cairn; from the top of it there is a fine view of the surrounding country. The Scamander and the Simois are seen meandering through the rich plain beneath, which is bounded by the Thracian mountains, and the promontory of Sigæum. In the centre of the plain is the mound called Ilus, and a little to the right the gigantic tomb of Cesutus, while in the distance rises Mount Ida, sacred to the gods *.

Returning to Chanak Kalesi, the traveller will take

* A fellow traveller of mine who rode from Assos, in preference to going round with our party by sea, assures me that the country around Mount Gargarus and the sources of the Scamander, is well worthy of a visit. The road follows the course of this river to Bournabashi and the plain of Troy.

the next steamer, some of which are plying almost daily, and after passing the Dardanelles, and the mountain bound sea of Marmora, with its barren rocks and islets, arrives in the Golden Horn, beneath the walls of Constantinople, the world's greatest wonder.

CONSTANTINOPLE.

Constantinople, viewed for the first time from the Seraglio Point, realizes all that the most enthusiastic imagination could ever picture to itself. It is, without any exception, the most beautiful city in the world, of which, in fact, it once formed the metropolis. Whichever way the eye turns, a countless variety of mosque and minaret, chiosk and palace, bright summer villas, groves of planes, vine-clad hills and woods of the dark, mournful cypress, meet the view in strange though pleasing confusion. On the Asiatic side, is the never ending cemetery of Scutari, and the bold ridge of the giant's mountain, with the blue hills of Asia Minor in the distance; while the vast and almost interminable forest of masts, rising from the gaily painted vessels of all nations, with their flags and pendants floating before the breeze, makes a foreground so extraordinary, and yet so beautiful, that although a subject which defies alike the powers of pen or pencil to convey a faithful impression, yet once seen, it can never be effaced from the memory.

Constantinople, or Istamboul, consists of three large towns, each separated from the other by a broad expanse of water, viz., Stamboul, or Istamboul, inhabited entirely by Turks; Pera and Galata by Jews, Franks, and Armenians; and Scutari, on the Asiatic shore, by the lower order of Turks.

HOTELS, ETC.

Immediately on landing, the first thought of the traveller is to procure a lodging. The hotels, if such they may be called, are of so filthy a description that they are quite out of the question, even for travellers who are least particular in this respect.

At the boarding-house of Madame Balbiani, by far the most comfortable séjour in Pera, the traveller will meet with every attention and civility. The charges are the same at all the houses, viz., two dollars per day (= 8*s.*) —wine, &c., included, without any charge for extras.

The traveller will have no difficulty in finding out the locality, as it adjoins a large cemetery planted out with enormous cypress trees. It stands nearly at the commencement of Pera, looking down upon Galata, which is inhabited only by the lower classes. From the upper windows, there is a fine view of the river and the city of Stamboul. Should all Madame Balbiani's apartments be occupied, which not unfrequently happens, there is an English boarding house close adjoining.

ANTIQUITIES, ETC.

The ancient walls and gates remain in a tolerable state of preservation, and extend all round the city. The fortress of the Seven Towers stands close to the golden gate; it was built by Mahomed the Second, and serves as the bastile of Turkey. Here the foreign ambassadors were occasionally confined.

THE SERASKIER'S TOWER

Stands within the walls of the old Seraglio, on the highest ground in Stamboul. From its summit may be

distinctly traced the seven hills on which the city of Constantine was built.

THE HIPPODROME,

Or Atmeidan, as it is called by the Turks, is a large open square, flanked on one side by the splendid mosque of the Sultan Achmet, and on the other by the ruins of the barracks, burnt down in the struggle between the Sultan and the Janissaries, who were massacred through cruel, though perhaps necessary, state policy.

Here formerly stood the celebrated bronze horses which now adorn the top of the church of St. Mark's at Venice. The objects of antiquity at present remaining here, are a stone pyramid partly in ruins, once covered with bronze by the Emperor Constantine Porphyrogenitus; the twisted columns of the bronze serpents, (the head of one of these was broken by Mahmoud, with a single blow of his battle-axe, the other two have also disappeared;) and the Egyptian obelisk, brought from Thebes in the reign of the Emperor Theodosius, in honour of the victory gained over his rival Maximus.

The other objects of interest, are the aqueduct of Valens; the column called Kistash, or virgin stone, erected by Tatian, to the Emperor Marcian in 450; and the burnt pillar, (of porphyry,) brought from Rome by Constantine, near which are the subterranean cisterns, which, on account of their magnitude, are worth visiting; they are at present used as manufactories for making ropes and spinning silk.

The Seraglio, the mosques of St. Sophia, the Solimanea, and Sultan Achmet, should, if it be possible to procure a firman, be visited *.

* In this respect I was singularly fortunate, for being at Constantinople at the same time with the Duke of Devonshire, I had an op-

The further details on these subjects, I must leave to Miss Pardoe's exceedingly interesting works, and those of Lieutenant Slade, Marshal Marmont, and Spence, all of whom the traveller will find not only very serviceable, but agreeable companions to while away the time during the long evenings spent in Turkey, where, after dark, there are no public amusements, and it is not safe to perambulate the streets. The bazaars the traveller should also visit; the dancing and howling dervishes, the slave market, and the giant's mountain at Skutari. He should also take horses and make an excursion to Buyukdere and Therapia, the residence of the corps diplomatique.

At the former village, there is an excellent hotel, in fact the only good one in the Turkish dominions, where the traveller may solace himself from his fatigues for a few days, visiting the entrance to the Black Sea, and the interesting country on either side of the Bosphorus, and returning to Constantinople by water. In this excursion he will see Constantinople to the greatest advantage. The voyage, in fine weather, occupies about six hours, and the land journey rather less. Antonio, the servant at Madame Balbiani's, is an excellent Cicerone, and, for a Greek, the most respectable and honest I ever met with.

An enquiry into the moral and political state and prospects of the Turks as a nation, should be founded on the author's personal observations, as to the habits of the people, the stability of the government, and the mode of administering the laws; and would therefore occupy more space than the limits of this work will admit. The subject has, moreover, received the fullest consideration in

portunity of seeing every thing which, on ordinary occasions, is withheld from strangers visiting this city; the limits however, of the present work, will not admit of any lengthened description.

the recent writings of Messrs. Slade, Urquhart, and others, whom a prolonged residence in the country may have qualified for the task, and whose conclusions will at least have more weight than the unsupported observations of a passing traveller.

The voyage homewards by the Danube, from Constantinople to Pest, including the ten days' quarantine at Orsova, is accomplished in twenty-eight days.

The following is the tarif of charges for the present year (1840).

	Price of Places.		
	1st class.	2d class.	
	Florins.	Flor.	Kreutz.
From Constantinople to Galatz . . .	55	40	0
Galatz to Orsova	40	27	50
Orsova to Pest	25	16	40
Pest to Vienna	9	6	0
From Constantinople to Orsova by the route of Kustendje, the prices are the same as by that of Galatz, viz.	95	67	0

The route by the Danube is excessively tedious, owing to the force of the stream, and the lazaretto at Orsova being little frequented, is described as the worst in Europe. All persons desirous of visiting this river, should make a point of *descending it* on their way towards the east.

Those who have completed their tour at Constantinople, and are only anxious to reach England in the shortest possible time, will find by consulting the List of French steamers, at page 90, that they can get to Malta in six days, and need only remain in quarantine until the next Alexandrian steamer touches there en route to Southampton.

VOYAGE BY THE PENINSULA TO MALTA AND THE LEVANT,

IN THE ORIENTAL STEAM NAVIGATION COMPANY'S VESSELS, STOPPING AT LISBON, CADIZ, GIBRALTAR, ETC.

The Peninsular Company's steamers, (vide page 93,) which start once a week from London and Falmouth, allow the traveller to remain a sufficient time at Lisbon, not only to see every thing worthy of notice in that capital, but also to make an excursion to Cintra, which is well deserving of a visit; the distance from Lisbon to the latter place is about five hours' journey.

LISBON

Is pleasantly situated on the left bank of the river Tagus, on the side of a precipitous hill, slanting down to the water's edge, which makes the transit from the upper to the lower part of the city a service of some little danger, particularly when we consider that scarcely any of the vehicles in use have more than two wheels. The first coup d'œil of Lisbon from the river, with its long line of quays, public buildings, squares, and handsome streets, is decidedly prepossessing; but the moment the traveller commences the tour of its filthy streets, beset by crowds of beggars of the most disgusting appearance, or stumbling over one of the vast community of half wild dogs which infest the corners of the streets.

These unceasing sources of annoyance, combined with the intolerable stench pervading every part of the city, soon destroy any pleasing impression its first appearance might have produced upon him.

Lisbon contains but few objects of interest to detain the traveller; among these are:—

The aqueduct, which extends for nearly fifty miles

through the country; its terminus commands a splendid view of the city, the Tagus, and the opposite coast.

The church of San Roque, which has a very curious picture in mosaic worthy of notice.

The Campo Magno, the favourite promenade of the inhabitants.

The palace and gardens of the queen close to the city, and the royal palace at Belem, (an hour's journey from Lisbon,) occupied by Don Miguel during his shortlived reign; it contains some very handsome tapestry. There is also a very tolerable Italian opera, which the queen and prince regularly attend every evening. Half way between Lisbon and Cintra is the Palace-convent of Mafra, the largest building in Europe.

One of the most conveniently situated hotels is kept by a Madame Juliers, close to the quay, and almost opposite to the anchorage at which the steamer stops. At the Restaurante kept by Manuel in the Rua do Alacrim, No. 13, the traveller may feast himself almost as well as in the Palais Royal at Paris. Madame Belem's hotel is also well spoken of.

CINTRA.

All the objects of interest at this place may be easily seen in one day; they are as follow:—

The royal palace built from the ruins of the old chateau, just above the town.

The Moorish castle, in excellent preservation, situated on a precipitous height, and commanding a splendid prospect of the town and surrounding country; the cork convent, now deserted.

The vineyard of Colares, the best wine, by the way, you can drink at Lisbon during the hot weather.

The princely residence of the eccentric author of Va-

thek; the cork wood, and the ruins of another large villa just adjoining it, complete the catalogue of objects usually visited by travellers.

Belem's hotel is the best in Cintra; the landlord is an Englishman.

As the company's steamers remain two days at Lisbon, the traveller will have time to make the above excursion, and proceed by the same vessel; and in twenty-six hours after leaving Lisbon will find himself in the bay of Cadiz.

ROUTE TO MALTA BY SEA.—CADIZ.

Cadiz, where the peninsular steamers stop six hours on their way to Gibraltar, is a handsome and well built town, with a population estimated at 80,000. During the century which followed the discovery of the western continent, it was considered, after Seville, the richest city of Spain, but since the loss of the American colonies, its prosperity has been rapidly declining, notwithstanding the attempt, some years back, to revive its trade by declaring it a free port. The houses are lofty, spacious, and well constructed, and although the streets are, as in eastern towns, very narrow, for the sake of keeping off the fierce rays of the sun, they are well paved, and kept remarkably clean.

Cadiz, though built on the site of the ancient Gadira, (founded by the Phœnicians nine hundred years B. C.,) is quite a modern town, without the slightest vestige of antiquity. Unless the traveller purposes entering into the society of the place, two days are amply sufficient to see every thing that it contains. The chief resort of the inhabitants is the Alameda, a long gravel walk on the ramparts, planted out on either side with rows of trees, overlooking the bay; and later in the evening, during the

spring and summer, they adjourn to Plaza de San Antonio, a large square situated in the centre of the town, where ices, love, and scandal, occupy them until midnight.

The principal amusements at Cadiz are tertulias, (tea parties,) the opera, and bull fights; these last are held at Port St. Mary's on the opposite side of the bay. Balls are rarely if ever given, excepting during the Carnival. The principal objects worth visiting, are the cathedral, the Franciscan and Capuchin convents, the lighthouse of St. Sebastian, and the signal tower, which commands a fine panoramic view of the whole of the city and the surrounding bay and country. Cadiz is girt by the ocean on all sides except where it is connected with the main land by a narrow isthmus, so strongly fortified as to render it, with the possession of the Isla, quite impregnable.

Our consul, Mr. Brackenbury, has a fine collection of Murillos, which the traveller, on presenting his passport, will have no difficulty in seeing. Too much cannot be said for the obliging civility which that gentleman has invariably shewn to his fellow countrymen. The best hotel at Cadiz is the Posada Inglese, kept by Wall, in the Calle de San Francisco; the same party has also another hotel, looking out on the Alameda.

Steamers are constantly plying between Cadiz, Port St. Mary's, and Seville.

EXCURSION TO XERES, BY PORT ST. MARY'S.

The road from Cadiz to Port St. Mary's is very circuitous, and offers little to interest the traveller; the distance by land is about twenty-four miles, across the bay not more than five. Steamers are constantly plying.

PORT ST. MARY'S.

A large and flourishing town with a population of 18,000 inhabitants, occupying the site of the ancient Portus Gaditanus of Antonius. It is situated on the right bank of the Guadalete, in the midst of fields and orchards. It has been justly termed the market garden of Cadiz, which place it almost entirely supplies with vegetables, and not unfrequently with water. The distance from Port St. Mary's to Xeres is between nine and ten miles; the road *, for the greater part of the journey, lies over a richly cultivated country, till the traveller reaches a steep ridge about 500 feet high, called the Sierra de Xeres; the view from the summit is remarkably fine, commanding the whole extent of the bay of Cadiz, with the various towns and villages scattered upon its margin. Soon after crossing this ridge the traveller reaches

XERES,

An old Moorish town, the ancient walls of which may still be traced, though, from their being so intermixed with the houses of the suburbs, it is a work of some difficulty. The population is estimated at no less than 50,000 persons.

Many of the narrow streets and irregular buildings, with their curious gables and old fashioned carved spiral chimneys, present an exceedingly picturesque appearance, and afford an endless source of amusement to the artist. Notwithstanding all that can be said in favour of it, the town itself is filthy in the extreme, and the whole atmo-

* There are two roads to Xeres, neither of them very good, one just passable for a Spanish calesa, the other only fit for travelling on horseback.

sphere is redolent of disgusting odours. The principal merchants reside in the suburbs, which, from the number of handsome, well built villas, green-houses, gardens. &c., present an appearance of elegance and wealth.

Xeres is, however, much more familiar to the English traveller, from its producing the far famed Sherry wine, which is so congenial to our national taste. The wines most esteemed here, are the Amontillado, the Pajarete, and the Pedro Xemenes; the last two are sweet. There is also another wine, flavoured with cherries, which is much admired by strangers: the Vin du Pays, (the Manzanilla,) is sold very cheap, its flavour, however, is any thing but agreeable.

By far the greater proportion of sherries shipped to England, are from the vineyards of Moguer, San Lucar, and Puerto Real; these are mixed with brandy, and some proportion of the finer wines, according to the directions of the importer. The traveller should make a point of visiting the bodegas, or wine-vaults. Those belonging to Messrs. Osborne and Co. are among the most remarkable.

On the right bank of the river Guadalete, (the Chrysus of the Romans,) and three miles on the road to Medina Sidonia, after leaving Xeres, stands the Carthusian convent, at one time so celebrated for its magnificent breed of Andalusian horses. They are now almost extinct.

Five miles from Xeres, on the southern bank of the Guadalete, is the spot where Roderick, the last of the Goths, was defeated by the Saracens. (A.D. 714.) The distance by land, from Xeres to Seville, (by Lebrija,*)

* Lebrija, (according to Strabo and Pliny,) occupies the site of the old Roman city Nebrissa, of which its name is evidently a cor-

is about forty-four miles. This road is not passable in winter. The post road, by Los Palacios, is sixty-eight miles. But by far the most eligible and convenient mode of reaching Seville is to take one of the steamers, which ply three times a week between that city and Cadiz; the voyage occupies about nine hours. The banks of the Guadalquiver, nearly all the way to Seville, are perfectly flat, but richly cultivated. The horses bred in these marshes merit the attention of the traveller.

SEVILLE.

"In Seville was he born, a pleasant city
Famous for oranges and women—he
Who has not seen it will be much to pity,
So says the proverb—and I quite agree;
Of all the Spanish towns, is none more pretty."

DON JUAN.

"Quien no ha visto Sevilla
No ha visto maravilla."

Seville, the capital of all western Spain, is the largest, and (after Granada) the most interesting of all the cities in this country. It is two miles long, and a mile and a quarter broad. It contains no less than sixty convents and nunneries, besides numerous other religious establishments. Including the large town of Triana, on the other side of the river, the population is estimated at 120,000. The city is surrounded by high walls, flanked at intervals by square towers, with Morisco pointed battlements;

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ruption. It stands on the side of a slightly elevated ridge that stretches some little distance into the valley of the Guadalquiver, the mound is covered with the ruins of a Morisco-Romaic castle, which, during the late war, the French converted into a strongly fortified post. Lebrija contains three convents, and a population of 4000 inhabitants. Its distance from the Guadalquiver is about five miles. The posada, or inn, is better than ordinary.

these walls are of great antiquity, being partly Roman, but principally Moorish.

The eastern side of the city is washed by the Guadalquiver, which is of great width, and forms a kind of basin navigable for vessels of 150 tons burthen.

HOTELS.

By far the most comfortable, is the Hotel (Posada) de las Deliencias, formerly an old Moorish palace. The court yard as well as the staircase, is paved with marble. In the centre of the court is a large marble basin, filled with gold and silver fish, above which is the fountain that constantly supplies it with water.

The principal rooms look out into a flower garden which is laid out with a good deal of taste; in the centre is another fountain constantly flowing into a small pool of water.

The principal objects of interest in Seville are

THE CATHEDRAL,

Which, with the exception of the mosque at Cordova, is the largest of the churches in Spain, its dimensions being 450 feet by 260. It is built in the Mauro-gothic style, and is justly considered one of the most magnificent piles in Europe. There is a plain slab to the memory of Columbus, with this inscription:—

"A Castilla y a Leon mundo nuevo dio Colon."

The traveller should also visit the Chapter room, the Grand Sacristy, and the Library of the Cathedral, joining which is the tower called

LA GIRALDA,

Built by the Moors about 250 years before the city was taken by San Fernando. This tower is attributed

to the celebrated Geber, a native of Seville, a noted astronomer and magician, according to the ancient chronicles. It is about fifty feet square, and 264 feet high. There are no steps, but the ascent to the summit is so gradual, that no difficulty is experienced in mounting to the top, which commands a very fine and extensive view of the surrounding country. Close by the Giralda is the palace of the Archbishop, also deserving of notice. On the opposite side of the square in which the palace stands, is the

LONJA,

Built originally for an exchange. Here, among other curiosities, is shewn the first letter from the new world, bearing the signature of Columbus. Not far from the Lonja is the

ALCAZAR,

A Moorish palace built by Abdalasis, about fifty years before the conquest of Seville. The inlaid work and beautifully coloured ceilings are tolerably perfect and were in 1837, when I last visited it, undergoing a thorough repair. The gardens remain much in the same form as they were under the Moorish sovereigns who made them. They are very beautiful and well worthy of notice.

CASA PILATA,

A palace, which tradition connects with the Roman governor of Jerusalem; it is the property of the Duke of Medina Cœli. The interior is very magnificent, particularly the staircase and ceilings.

FABRICA DEL TOBACO.

The tobacco manufactory is a handsome and spacious

building, the external appearance much resembles a palace. Nearly two thousand five hundred young women, the chief part of them from the age of from fifteen to three or four and twenty, and many of them very pretty, are engaged in manufacturing cigars. Every evening before they leave they are all searched, in case they should have secreted any tobacco about the person. Men are employed only in manufacturing snuff.

The remaining objects of interest are:

The Arsenal, (La Mæstranza).

The Cannon Foundry (Real Fundicion de Artillerio).

The Naval College (San Relmo).

The Golden Tower (La Torre del Oro).

The Mint (Real Casa de Monida).

The Custom-House (Aduana).

The Theatre of the Bull fights (Plaza de los Toros).

The Quicksilver Stores (Casa del Azoque).

The Convent of St. Thomas, the Convent of St. Geronimo, the Hospital of La Sangre, and the Carmona Aqueduct.

MURILLO'S PICTURES.

Some of the finest paintings of this eminent master are to be found in the Convent of Capuchins, situated close to the Cordova gate. Here are twenty-five of his best pictures.

THE HOSPITAL DE LA CARIDAD

Contains a few more paintings by the same master; among the most remarkable of these, are the miracle of the loaves and fishes, and Moses striking the rock.

THE ALAMEDAS (OR, PUBLIC PROMENADES).

One of these is situated in the interior of the city, close

to the opera. The other is between the walls of the town and the Guadalquiver, extending nearly a mile along the banks of the river, from the Golden Tower to the bridge of boats communicating with the Faubourg of Triana. It is well sheltered with trees and furnished with seats, forming altogether a delicious promenade during the summer evenings.

THE THEATRE

Is a handsome building, and tastefully fitted up. The pit is exclusively reserved for the men. All the seats have backs, and are separated from each other like the stalls in our theatres. The boxes in the second row are the most fashionable. The upper part of the theatre, answering to our slips, is exclusively appropriated to women.

The places most worth visiting in the environs of Seville, are the villages of San Juan Alfarache, and Santi Ponce.

Near the latter are the ruins of Italica. Both these places are situated on the right bank of the Guadalquiver; the former about three miles below Seville, the latter a little farther up the stream. Of the ruins of Italica scarcely any thing remains but the amphitheatre, which may be distinctly traced. This city was built by P. C. Scipio, two hundred years B.C., soon after he had expelled the Carthaginians from the country; fragments of statues, many of them beautifully executed, and broken shafts and capitals, are from time to time turned up.

Diligences are constantly travelling between Seville and Cordova, but the latter town has little to recommend it. The ancient mosque is characteristic of the Moorish architecture, and the general style of buildings in the town, owing to its great antiquity, affords much that is interesting and attractive to the artist.

The traveller having seen every thing worthy of notice in Seville, I shall now suppose that he has returned to Cadiz, and prepared to start for Gibraltar, either by one of the Peninsular packets, which perform the voyage in about twelve hours, or by taking the bridle-road as here given.

BRIDLE-ROAD TO GIBRALTAR.

From Cadiz to El Puente Zuazo	9 miles.
El Puente Zuazo to Chiclana	4½
Chiclana to La Venta de Vejer	16
La Venta de Vejer to La Venta de Tabilla	14
La Venta de Tabilla to La Venta de Ojen	11
La Venta de Ojen to Los Barrios . . .	9
Los Barrios to Gibraltar	12
	75½ miles.

The traveller may vary this route a little by going from the Venta de Ojen to Algesiras, a distance of ten miles; from Algesiras to Gibraltar, by land, is nine more; but the pleasantest way, in fine weather, is to take boat at Algesiras for Gibraltar, which saves four miles.

DESCRIPTION OF THE ROUTE.

After leaving Cadiz, the traveller crosses, for about five miles, the narrow sandy isthmus that connects Cadiz with the Isla, (or St. Fernando, as it is generally called,) St. Fernando is a large straggling town, with a population of 20,000 inhabitants. The principal street is more than a mile in length.

Puente Zuazo is a handsome bridge of five arches, built by a Dr. Juan Sanchez de Zuazo, over the river San Pedro.

After crossing this bridge, the road runs through bogs and salt pans, till the traveller reaches a fortified post called Portasgo, which forms one of the numerous defences to the island of Leon. Here the traveller will be obliged to present his passport.

After crossing another stream in a ferry boat, the traveller passes over a raised causeway, extending for about three miles and a half; soon after this, he crosses a long wooden bridge, and almost immediately afterwards enters Chiclana. The inn here, for a Spanish posada, is very comfortable, and conveyances may easily be procured to visit any of the towns in the neighbourhood.

Four miles after leaving Chiclana is the bridge and mill of Almanza; the traveller now traverses a noble forest of mountain pine for about half an hour, till he reaches Barrosa, celebrated for the victory gained by us over the French in 1811,—an old tower marks the spot. Leaving Barrosa, the road runs along the coast for about twelve miles, until the large town of Conil is reached, famous for its Tunny fishery. From Conil to Vejer the distance is nine miles. This route is longer than the one I have marked out in the itinerary, the distance from Chiclana to Vejer not exceeding sixteen miles. Vejer is an old Moorish town, situated on the point of a high mountain craig almost inaccessible, rising nearly 600 feet perpendicularly above the valley, in which is situated the venta *,

* Venta is the name given to a Spanish public house, as posada is to an hotel. Generally speaking, the lower or ground floor of a venta is little better than a large stable. Here, under the same roof, horses and mules, pigs and poultry, men, women, and children, are all domesticated together. It equally serves for kitchen, parlour, and bed-room. The venta referred to in the text is, however, one of the best in Spain, notwithstanding the tales of travellers having been murdered within its walls.

where I shall suppose the traveller located for the night. The approach to the town is by a long winding path cut through the rock. The town is built in the form of a semicircle; it contains several narrow irregular streets, and three or four churches and convents; the remains of the old walls are visible in several places, as well as an old Moorish tower, tolerably perfect.

From Vejer to the Venta de Tabilla, the distance is fourteen miles. The greater part of the route lies among low wooded hills, across an extensive plain, which during the winter is generally under water, owing to there being no outlet for the Laguna de la Juda, which at that season is much swollen by the autumnal rains *. Leaving the Venta de Tabilla, (a miserable hovel by the way,) the traveller crosses some extent of low country, until he comes to a rising ground, ascending which for nearly three miles he reaches a magnificent pass between the mountains of San Mateo and Enmedio. The remainder of the distance to Algesiras is through a succession of the most magnificently wooded mountain scenery, which bears more affinity to the luxuriant vegetation of the tropics than to the general aspect of the barren and rugged mountains of the Moorish kingdom of Andalusia. Algesiras is situated on the opposite side of the bay to Gibraltar, the distance by water being about six miles. It was built by the Moors in 714, and in 1344 it was taken by the Spaniards. In 1369 the Moors, landing rather suddenly, retook and entirely destroyed it. The present town was built by the Spaniards soon after Gibraltar fell into our hands.

The streets of the modern town are wide and regular,

* During the winter the traveller must make a detour by the Sierra de Retin.

and the houses on either side are handsome looking edifices. The posada here is very dirty, and of a worse description than could have been imagined from the general aspect of the town. Travellers, who are anxious to say they have been in Africa, will find no difficulty in crossing the straits from this place; sailing vessels, which import grain and fruit, starting five or six times every week for Ceuta and Tangiers.

GIBRALTAR.

The Rock of Gibraltar, (the ancient Calpe,) is the next place to which I purpose to transport the traveller on his way to the Levant. The impregnable character of its frowning rock, and its commanding situation with respect to the straits, "that highway of nations," are the first impressions on the mind of the beholder; and to these, on approaching more nearly, are added wonder and admiration, not unmixed with national pride, (if he be an Englishman,) at the desperate courage which acquired, and the perseverance and skill which have, for more than a century, maintained this invaluable position against the united world.

The origin of its name is decidedly Arabic, being derived from three words of that language, viz., Gebel, (mountain,) ras, (promontory,) and tar, or thar, to cut asunder. Referring, in all probability, to a tradition of its having been severed by some great volcanic catastrophe from the adjoining coast of Africa; thus forming the present straits. Little is known of its ancient history till the year 712, when the Saracens, under the command of Tarif, took possession of it and built the Moorish castle, the remains of which at the present day form so interesting an object above the town. From this period up to the close of the 14th century it appears to have been in the pos-

session sometimes of the Spaniards but oftener of the Moors, when Ferdinand, King of Castile, by a sudden surprise, made himself master of it. From this period till 1704, it remained annexed to the crown of Spain, when the English fleet, under the command of Sir George Rook, took it after a short and vigorous attack. The Spaniards at various times have endeavoured to repossess themselves of this important fortress, but without success. The most celebrated siege was in 1779, so ably described by Captain Drinkwater, whose work the traveller should make a point of perusing before making the round of the fortifications. Gibraltar is not only a most valuable possession to us, as forming the key to the Mediterranean, a depôt for our coals, and safe and commodious harbour for the refitting of our ships, but is a valuable source of profit from the outlet afforded for the sale of our manufactured goods, no less than the value of nearly half a million sterling being annually exported there. Owing to the immense duties (amounting in fact to a prohibition) imposed upon our manufactures by the Spanish government, very few if any of them find their way into the country in the regular way, the whole trade is carried on by the controbandisti. However much this is to be regretted, it is an unavoidable evil. These smugglers are many of them most desperate characters, and add highway robbery to their other trades, which their knowledge of the mountain passes and their connexion with all the village ventas eminently fit them for; they have, however, the character of being hospitable and punctilious of their honour, which, when once pledged, may always be relied upon.

When I chanced to fall in with a large party of them at a solitary venta, during my rambles among the moun-

tains of Malaga, in the summer of 1837, I confess my first feeling was that of alarm at the savage countenances and variety of offensive weapons which I saw around me, but the pledge of fellowship in a cup of wine, and the contents of my cigar case distributed among the party, soon placed us on the best of terms, and our social evening concluded with an offer on their part to escort me towards Malaga, which was thankfully accepted, as I learnt that several of their fraternity were expected to come from that quarter.

The mention of cigars reminds me, that as the Havannah tobacco can nowhere be obtained so good as at Cadiz, which has the most direct communication with Cuba, the smoker should select his stock for the Levant in the warehouse of one of the wholesale merchants, to whom he must previously obtain an introduction.

DESCRIPTION OF THE TOWN, ETC.

The streets run parallel with each other up the sides of the rock until it becomes too precipitous to admit of building. In the main street, which is of a considerable length, are the government house, the courts of law, the Catholic church, and the exchange, which last contains a handsome library, open to strangers. An introduction to any of the officers quartered here will give an equal facility of access to the garrison library. The principal objects of interest are the Alameda, a most charming promenade, planted out with the most luxuriant hedges of the geranium, which here attain an immense size, the excavations in the rock, the old Moorish castle and the view from it, the palace of the governor, (the convent,) and St. Michael's cave, which tradition says extends under the bed of the sea to the African coast. The effect of this cavern, when lighted up with candles, is most

truly grand, and though, of course, inferior to Adelsburg, Antiparos, and many others, yet, from the peculiarity of its form, is highly deserving a visit. The excavations for the batteries and passages which connect them, are a succession of subterranean galleries cut out of the solid rock, and terminating in the battery called St. George's Hall. Above this, at the height of more than 1,300 feet, is the rock gun; the number of cannon employed altogether on the rock is about 800.

The roads about the rock of Gibraltar are excellent; horses may, with some little difficulty, ascend to the top. The governor's cottage, three miles from the garrison, situated towards the south of the peninsula, affords a very agreeable ride or walk. It stands on the edge of the cliff, and commands a fine view of the Mediterranean; tracks which formerly were dangerous for a horse to travel, are now rendered practicable for carriages, and bordered by extensive avenues of trees. A great variety of trees and shrubs now clothe the once barren surface of the limestone, and afford good cover to numerous partridges and rabbits, which, together with the aboriginal apes, (nowhere found in any other part of Europe,) are protected, under very heavy penalties, from being either fired at or disturbed. The red sands, formerly a burial ground, are now formed into public walks and gardens.

The amusements of Gibraltar are fox hunting and shooting, excursions on the water, rambles in the cork wood, the theatre, dancing, &c.

The best hotel is the house formerly occupied by the club; besides this, there is Griffiths's, who always has a good stock of capital London porter by him, so great a desideratum in a warm climate.

All money is current here, and may be exchanged at little or no loss. Boats start two or three times every

week from this port as well as from Algesiras, for Ceuta and Tangiers, on the African coast. The bay of Gibraltar, when viewed from on board a ship, has all the appearance of a large inland lake, surrounded by high precipitous mountains, which present so magnificent a coup d'œil, that the remembrance of it will be often present to the traveller long after he has left it in search of more distant, but certainly not more beautiful scenery *.

EXCURSION FROM GIBRALTAR TO RONDA †.

From Gibraltar to San Roque	6 miles.
San Roque to Gaucin	25
Gaucin to Atajate	14
Atajate to Ronda	10
	55 miles.

DESCRIPTION OF THE ROUTE.

The road, for the first three miles, traverses the long sandy isthmus which connects the rock of Gibraltar with the main land of Spain. Crossing this, the traveller finds himself at the foot of the mountains. The road now lies for some little distance along the shores of the Mediterranean, over an undulating surface covered with gum-cistus and palm bushes, together with a great variety of beautiful flowering shrubs. With the exception of two

* French steamers start from Marseilles for Gibraltar, and vice versâ, once a month, remaining a sufficient time at all the intervening ports, to enable the traveller to see the principal objects of interest along the whole line of Spanish coast.

† This journey is frequently, with a good horse, performed in one day, but to say the sober truth, it is certainly breakneck work, the road being as bad as is possible.

round towers of Saracenic origin, there are but few objects of interest along the first part of the road, beyond the wild and picturesque scenery through which it passes.

About eleven miles from Gibraltar, the traveller reaches a small venta, which, from its utter want of accommodation, and the miserable state of its larder, is known among the officers of the garrison by the significant term of Pan y Aqua, (bread and water.) A mile further, on the left bank of the Guadiaro, is another venta, a few degrees better. After fording the Guadiaro *, which during the greater part of the summer is nearly dry, the traveller commences the ascent to Gaucin, which is excessively steep and rugged, and about two hours and a quarter's ride from the ford. Gaucin is a long straggling town, built upon the higher part of a mountain, immediately under the ruins of an ancient Moorish castle that crowns its extreme summit. The streets are both tolerably wide and clean, and produce a decidedly pleasing impression, which is not a little increased by the great profusion of sweet scented shrubs and flowers that garnish most of the houses; while the streets, in many places, have the vine trellised across them in the most graceful festoons, affording a delicious shade during the summer heats.

The posada, though very indifferent, affords both mattresses and sheets, (quite a rarity in Spain,) and the wine obtained here is of excellent quality. The inn itself consists of one large windowless apartment, which occupies the whole area of the house. Here, under the same roof

* The bed of the Guadiaro is wide but shallow, and offers two fords, which are practicable at most seasons. There is a ferry boat kept at the upper point of passage for cases of necessity.—Scott's Granada, &c.

and in the same room are domesticated, horses, asses, mules, pigs, poultry, men, women and children, affording a lively picture of Noah's ark. The same chamber of course serving for the general dormitory as well as kitchen.

After leaving Gaucin, the ascent is steep and lengthened, the road for some miles passing along the high ridges of the Sierra, enables the traveller to survey the country on both sides of him. Nothing can be more wild and beautiful than the view thus presented of the valleys of Guadiaro and Genal, the sides of which are covered with the richest vegetation. Beyond these valleys, in the far distance, rise a lofty range of mountains, some clothed with forests of pine and evergreen oak, others rearing their precipitous summits far beyond the bounds of vegetation.

Three miles after leaving Gaucin, on a rising ground, are the ruins of a Moorish castle; the view from here looking back towards the south, is not to be surpassed by any thing along the whole route, and probably it is scarcely to be equalled in extent and grandeur by any on the southern coast.

Passing the villages of Algatocin and Benalhauria, situated on the side of the mountain to the right of the road, the traveller descends by a winding and rather precipitous path, towards the little town of Benidalid, which, with its old castle, lies a little off the road under a mass of rock, known by the name of Peñon de los Frailes, (Friar's rock.) The village of Atajate, is the next and last the traveller passes on his way to Ronda. It is situated in a narrow pass, overhung on one side by mountains, and commanded on the other by an isolated crag, on the summit of which are the picturesque ruins of one

of the many monuments of the Moorish empire, so common throughout the whole of Andalusia; the last province of the country that remained, long after the rest of Spain had been subjected to the Christian yoke.

After leaving Atajate the scenery entirely changes, the mountains become more rugged, rising above the road several thousand feet. A few patches of corn may be seen here and there, and the valley beneath is still covered with various species of the ilex, but the vineyards, olive grounds, and groves of chestnut, have altogether disappeared. A short distance further on, all traces of vegetation cease; the road becomes more wild and dreary, traversing a succession of perilous ascents and descents; sometimes being conducted along the brink of a tremendous precipice, at others, under enormous masses of crumbling rock, which seem ready at every instant to overwhelm the traveller in their fall.

On drawing near the head of the valley, the scenery, if possible, becomes more wild and dreary, and the traveller can scarcely help picturing to himself a troop of banditti ready to attack and murder him, as he wends his way along one of the narrow passes through which the road lies. On gaining the summit of the mountain, a splendid view bursts upon his sight. Below him is a vast and fertile valley, surrounded by an amphitheatre of lofty mountains, rising many thousand feet perpendicularly above it, while in its centre, perched upon an isolated rock, lies the singularly romantic and picturesque town of Ronda, so celebrated in the early annals of Moorish chivalry, and for this reason thought worthy of a chapter in Washington Irving's Conquest of Granada, the most perfect romance of history that our language can boast.

RONDA *.

The town of Ronda owes its origin to Abou Melic, the son of the Emperor of Fez, who, after conquering Ximena, Macabella, and Gibraltar, fixed his court here in 1331, and built the magnificent palace and castle which may be distinctly traced at the present day. Ronda continued subject to the Saracens until 1485, when it was taken from them by Rodrigo Ponce di Leon, Marquis of Cadiz.

Ronda is built on the edge of a precipitous cliff, many hundred feet in height, which appears to have been torn asunder by some violent convulsion of nature, and to have formed the tremendous chasm which separates the old from the new town; a magnificent bridge connects them. Below flows the impetuous Guadiaro, dashing its angry waters from rock to rock, and forming a series of beautiful cascades as it forces its way into the valley, more than 300 feet below.

The old town, consisting of little better than a series of blind lanes and closes, contains, nevertheless, many splendid edifices, the residence of the old nobility, who would think themselves degraded by removing to

* This singularly secluded and romantic valley is about eight miles in length and five wide, and though sunk deep below the mountain ridges that gird it on every side, it is at least 1,500 feet above the level of the Mediterranean. Its soil is rich, and is rendered peculiarly fertile by the numerous sources of the Guadiaro which traverse it in all directions. The name of this river, composed of the Arabic words Guiada al diar, signifies water of the houses; an appellation it probably obtained from the number of habitations that are said to have lined its productive banks in former days.—See Scott's Granada.

the new town, which certainly forms the most agreeable residence. It possesses several handsome squares and churches, broad regularly built streets, with substantial shops well furnished with every variety of merchandize, principally smuggled from Gibraltar, of which Ronda forms one of the grand depôts. Its total population, including the two towns, is something under 17,000.

The Alameda, which lies close to the edge of the precipice on which the town is built, is particularly worthy of notice, and much resorted to during the summer evenings; the view from it is singularly beautiful. The traveller should also inspect the old Moorish castle that crowns the summit of the rock, and the palace of the thousand steps, a range of excavated chambers in the rock, of great depth; the entrance is through a private house above the Ponte Nueva. A very interesting excursion may also be made to the Cueva del Gatto, (or cat's cave,) about two leagues distant. The cathedral is a fine building, with a rich altar-piece and carvings; part of it was a Moorish mosque. The Plaza de los Tauros, or bull area, is one of the handsomest in Spain; it is built of stone, of a circular form, and is capable of containing about 8,000 persons; the roof extends all around it, a great desideratum during the summer months, at which season the bull fights are always held. The grandest exhibition takes place about the middle of May, at the annual fair, one of the most considerable in the whole of Spain. At this period lodgings at the hotels or at private houses are exceedingly difficult to be procured, unless they are previously bespoke and paid for. Never shall I forget the two hours we spent in wandering about the streets in search of some place in which to lay our heads, tired out as all

of us were with riding pack asses, without saddles or even bridles to conduct them, all the way from Malaga; the numberless falls we sustained on that memorable expedition, and the hard table I slept upon for nearly a week, and which more than once gave way with me, to the great disgust and horror of my companion who was sleeping underneath it; such are the penalties of travelling in Spain. And yet those were pleasant days, in spite of all the little miseries we suffered, wound up by the long bill, amounting to nearly two pounds each per diem, for sleeping on the boards or tables, and banqueting off putrid meat and sour wine for five days; neither were we able to reduce the charges beyond one third, notwithstanding that we called in the Al Cadi to our assistance. He acknowledged it was a great imposition, but stated it was more than his life was worth, considering the state of the country, to interfere further. For the benefit of future travellers, I may as well say the name of the hotel we lodged at was the Posada del Sol, the Sun Inn. That of the Holy Trinity I believe is better, but with a little previous management private apartments may be easily procured, which are not only more comfortable, but infinitely less expensive. The bull fights have been so often and so ably described in the works of Sir A. Brooke, Captain Scott, and other celebrated writers, that no apology is needed for the omission. The perusal of the two former works I most earnestly recommend to the traveller who purposes making the tour of the south of Spain, particularly Andalusia. My feeling in witnessing the bull fights were very similar to Capt. Scott's, the first day I was disgusted, the second excited, and the third deeply interested. Certainly nothing but the force of national custom could reconcile women of the higher

classes, retired in their habits, and refined in their ordinary pursuits, to witness these exhibitions, not only without terror and disgust, but with the greatest interest and delight.

Here we must take leave of Ronda, and conduct the traveller across the mountains to Malaga.

ROUTE TO MALAGA.

Malaga is distant from Ronda about eleven long Spanish leagues, or forty-four English miles. The whole route lies entirely through the mountains, and country almost uninhabited. The first part of the road traversing a forest of evergreen oaks, which formerly covered the whole of the valley, here and there we noticed a number of thriving vineyards and groves of olive trees; the oil produced from these forms one of the staple commodities of the inhabitants; for a dollar and a half twenty-eight pounds of oil may be purchased. About a mile and a half from the town, the traveller passes under an ancient Saracenic aqueduct, fast going to decay. On gaining a slight acclivity, about another half league further on, there is a fine view of the old city, and the rich plain that encompasses it on every side. Beyond the valley all cultivation ceases; the traces of habitations are no longer visible; as the road traverses a wild solitary tract skirting the mountains, and thinly clothed with a few straggling cork trees. The traveller now enters that part of the Sierra called the old woman's teeth. This part of the chain is of considerable elevation, but uninteresting, sterile, and gloomy in the extreme, the mountains being destitute of the slightest vegetation, while the lower grounds present nothing but a number of vast masses of stone detached from the summits by the melt-

ing of the snows during the early spring. An occasional glimpse of a wild goat or an eagle perched on the brow of some lofty cliff, are the only signs of life that reign through these vast and gloomy solitudes, which partake more of the character of the African desert than the smiling land of fruit and flowers, so characteristic of many parts of Andalusia. In about six hours from starting is the small town of Burgos, which contains nothing remarkable but the ruins of its Moorish castle. It stands in the middle of a considerable valley, on slightly elevated ground, which gives it a pleasing appearance when viewed from the summit of the pass. The venta here, with the exception of ham, eggs, and mountain wine, is totally unprovided with means of entertainment; even these we had to eat upon the clay floor, for not a chair or table were to be found in the house. We had intended to proceed as far as Vicario, and resting at the lonely venta there, so as to enable us to reach Malaga at a tolerably early hour the next day, but owing to the loss of three hours in the dispute about our bill, we were necessitated to take up our quarters for the night at Burgos, or el Burgo, where the venta, and in fact all the houses in the village, were so crowded with travellers like ourselves returning from the Ronda fair, that we had no slight difficulty in obtaining any accommodation for the night. After some little parleying, we succeeded in gaining possession of a small loft, about ten feet by eight, communicating with the venta by a trap door, which we took care to fasten. A little straw shaken hastily down, and our carpet bags for pillows, were the only beds we could get; the next morning we started at daybreak, and joined the long string of horsemen and laden mules that were returning from the fair on their way to Malaga.

After passing the venta at Vicario, the road continues in an uninterrupted descent. Here and there, rising high on the mountain side, may be seen several pretty looking stone built villages, while just below the venta, on the opposite side of a steep mountain gulley, is the old Moorish town of Casaraboncla. The view from the summit of the ridge overlooking the town, is so truly magnificent, that I should recommend the traveller, if possible, to visit it even at the cost of two hours' delay. After a descent of some hours, the traveller reaches the plains of Malaga. We were eight hours constantly travelling between Vicario and Malaga. From Casaraboncla to Malaga is twenty-six miles; half way is the Venta de Catama, which occupies the site of an old Roman city, and contains many objects of interest; from this place to Malaga the road is practicable for carriages.

MALAGA.

Malaga lies in the lap of a fertile and well cultivated valley, facing the sea. It is situated at the bottom of a deep bay of the Mediterranean, possessing a spacious port and a magnificent mole of great length. Its chief trade with England consists of wine, oil, and dried fruits.

Sheltered as it is on three sides by lofty mountains, and placed in so warm a latitude, there are few parts of Spain that enjoy a more delightful climate than Malaga, and in the adjoining Vega the great summer heats are tempered by the refreshing breezes of the Mediterranean, while at other seasons the air is mild, balmy, and filled with the delicious fragrance of fruit and flowers.

The town is built on either side of the river Guadalmedina, though the greater portion of it lies on the left side; a wooden bridge on stone piers forms the point of communication. After passing the bridge, the first ob-

ject that presents itself is the Alameda, or great public walk. On three sides it is bounded by handsome houses, and lies open to the west. A carriage drive goes round it, while the centre is occupied by a broad gravel walk, furnished with seats, and beautifully planted out with shrubs and flowers. The principal objects worthy of notice, are the cathedral, the Gebralfaro, the Alcazaba, formerly a Moorish palace, and the custom-house, now converted into a royal cigar manufactory.

Señor Leon, the manufacturer of the Spanish figures, is no more, though I believe his son still carries on the business; his studio is worth visiting.

The vicinity of the city also abounds with numerous Roman remains. Eight miles west of Malaga, at the foot of the mountains, is El Retiro de San Thomas, formerly a country palace of the Moorish sovereigns of Malaga; the traveller should make a point of visiting it.

The best hotel here is kept by Salvatore, a Maltese.

This town is celebrated for the beauty of its women, in which respect it is far superior to Cadiz; its total population is about 70,000, the most dissolute in the whole of Spain. In the May of 1837, no less than thirty-three persons were found murdered in the streets, while the number of assassinations committed without the walls, far exceeds any calculation. The traveller who wishes to judge for himself of the extraordinary beauty of the women, should remain here during the fête of Corpus Christi, on the eve of which the whole city is magnificently lighted up, and crowded with all classes of inhabitants. At the house of Mr. Marks, our consul, the traveller will experience every civility, and obtain correct information as to the safety of the roads in travelling to Granada and other places.

ROUTE FROM MALAGA TO GRANADA.—(Bridle-road.)

	Miles.
From Malaga to Velez Malaga	18
Velez Malaga to La Venta de Alcaucin	12
La Venta de Alcaucin to Alhama . . .	12
Alhama to La Venta de Huelma . . .	15
La Venta de Huelma to La Mala . . .	6
La Mala to Granada	9
	72 miles.

DESCRIPTION OF THE ROUTE.

After leaving Malaga, the route, as far as Velez, lies for the greater part of the way along the shores of the Mediterranean, it is tolerably well kept, and is at all times passable for carriages. The coast is very bold, but, with the exception of the line of picturesque watch-towers that guard it, totally destitute of interest until the road leaves the sea-shore, and passes through a rich and fertile valley, in the midst of which stands the ancient city of Velez, partly concealed from view by luxuriant groves of orange and lemon trees, while behind them runs a range of hills clothed to their summits with the vineyards which produce the well known Malaga wine. The streets are wide, clean, and well paved, and the posada one degree better than those the traveller will have to put up with along the road. In the days of the Moorish princes, Velez was a place of considerable importance. It was taken from them in the spring of the same year (1487) that Malaga opened its gates to the victorious arms of Ferdinand and Isabella. The road, after leaving Velez, ascends very gradually along a fine open and highly cultivated valley, producing the most abundant crops of maize, corn, sugar canes, and a great variety of fruits and vege-

tables; the road, for the first few miles, is tolerably good, but it soon degenerates into a mere mountain track. Eight miles from Velez the traveller passes the Venta of Venuela, and four miles further on is the Venta of Alcaucin. Beyond this the ascent becomes more difficult, and the traveller exchanges the view of the blue waters of the Mediterranean for the snow-capped summits of the Sierra Nevada.

Alhama, the next place the traveller reaches, and where, most probably, he will pass the night on his way to Granada, has long been celebrated for its hot springs, from which no doubt it takes its name, (Al Hamman, the Bath,) as well as for the prominent position it occupied in the wars of the Moors and Spaniards, so ably described in the fascinating pages of the author of the Sketch-book. The town is built on the edge of a tremendous precipice, at the bottom of which dashes a mountain stream, which, after having served to turn a number of water mills situated about 800 feet below the town, rushes on with impetuous course towards the fertile plains of Granada. The only objects of interest at Alhama are the aqueduct of Saracenic origin, the ruins of the old castle, and the Alameda. The hot springs are about a mile from the town, on the left of the road leading to Granada. The streets, with the exception of the plaza or great square, are narrow and paved by nature, the whole town being built on one mass of rock.

The posada is indifferent in its accommodation, but they are able to provide the traveller with a very tolerable supper.

Two miles after passing La Mala, celebrated for its salt works, the traveller reaches the summit of a high hill which commands a magnificient view of the rich Vega, and city of Granada. It was from this spot that

Boabdil turned back to cast one last sad look upon the city of his ancestors, when fugitive and an outcast, he left it never to return; well might he weep, for it was mainly owing to his cowardice and treachery that this, the last and brightest jewel in the crown which his fathers had bequeathed to him, was finally snatched from him by the enemies of his faith, to the extinction of the Moorish dynasty in the once powerful kingdom of Andalusia.

ROUTE (CARRIAGE ROAD) FROM MALAGA TO GRANADA.

	Miles.
From Malaga to El Colmenar	17
El Colmenar to Venta de Alfarnate	10
Venta de Alfarnate to Loja	16
Loja to Venta de Cacin	8
Venta de Cacin to Lachar	9
Lachar to Santa Fé	8
Santa Fé to Granada	8
	76 miles.

DESCRIPTION OF THE ROUTE, ETC.

It was towards the close of a summer's evening in the month of June, 1837, that the Hon. A. B., Messrs. Rogers, Havilaar, and the author, left Salvador's Hotel at Malaga, on our way to Granada. My friend B., a great invalid at the time, declined accompanying us on horseback by the route already given, but very much pressed us to occupy the three vacant corners in a large antique carriage, at least a century old, which he had hired for the occasion; we accordingly accepted the invitation, and gave orders to our servants to follow with the riding

horses in the wake of the carriage, so that we might change about when we thought proper.

Whether it was owing to some unnecessary stir made in our preparations, or to the fact that one of our party had incautiously shewn rather a large sum of money in a place of public amusement at Ronda, I cannot say, but certainly I felt a strong presentiment that we should be robbed on this expedition, and therefore left every thing that I valued in charge of Salvatore the landlord, for which precaution I had good reason afterwards to congratulate myself. Soon after leaving Malaga commences the ascent to the mountains; the road for the greater part of the route we found in good order, and the hills on either side planted out with vineyards, which appeared to be well kept; while in the distance were a loftier range, their summits bare, their base covered with brushwood. Two of our party slept the first night at Colmenar, which they described as comfortable quarters; while Rogers and myself, tired with the slow pace of the carriage, mounted our horses and pushed on to the Venta de Alfarnate, ten miles further on the road. We saw no more of our companions till we met again at Loja, about one o'clock the next day; here we took our siesta, dined, and then proceeded to explore the town. Loja is picturesquely situated in the midst of luxuriant groves and gardens on the south side of a rocky gorge, through which the river Genil forces its way after having made a long circuit through the rich and fertile Vega of Granada. The old Moorish castle is still in tolerable preservation, and completely commands the pass from Granada as well as the bridge over the Genil, which connects the town with the suburb; on either side of the river are precipitous and inaccessible mountains, which materially contribute to the strength of the pass. Loja is celebrated for the two sieges it en-

dured under Ferdinand and Isabella. In the last of which (1487) it was taken, probably more through the cowardice and treachery of Boabdil than any extraordinary valour displayed by the Spaniards. We slept the next night (the second) at the Venta de Cacin.

ROUTE TO GRANADA.

We left the Venta de Cacin about four o'clock the next morning. Rogers and myself in B.'s carriage, Havilaar, the guides, &c., on horseback. The road had changed since yesterday considerably for the worse; the ruts, indeed, were so deep that we expected every moment to be upset.

About six o'clock, as we were admiring the extensive view of the wild heath, over which the crazy vehicle was dragging its slow length along, our attention was suddenly arrested by the movements of three horsemen, who were galloping over the heath towards the carriage; and the sight of four others whom we espied on a rising ground in the opposite direction, evidently on the look out, soon gave rise to a conjecture as to the fate that awaited us; nor was it long in suspense, for no sooner did they approach within gun-shot, than they called out to us to descend from the carriage and seat ourselves on the grass; resistance was in vain, as they were all armed to the teeth, and escape equally out of the question; but lest we should have entertained any such idea, our attendants immediately jumped down, and ran to hold their horses while they dismounted.

Besides the long rifles which they presented at us, they were furnished with a short carbine at the saddle-bow, a brace of holster pistols, a sabre, and a long knife.

After giving up our purses, which were well filled with gold and silver dollars, we trusted that they would have

been content without requiring more from us. But here we gave them too much credit for moderation, as they literally stripped us of every thing but the clothes on our backs, even to our penknives and pocket handkerchiefs: so diligent were they in their search, that they carried off B.'s and Rogers's braces, imagining that the buckles were of gold.

After this specimen of their sharp practice, we began to expect a repetition of the feat which some of their fraternity had recently performed in the robbery of a diligence which they stopped between Madrid and Cordoba, and as a punishment on the dassengers, both male and female, for travelling without a sufficient sum of money about them, they took all their clothes and left them to complete the journey in a state of nature.

Having thoroughly gutted the carriage of the Havannah cigars and numberless other little comforts we had stowed away in it, the captain of the band enquired what had become of the other gentleman and the horses; upon receiving the necessary information, he started after Havilaar, who we hoped would have escaped, as he was well mounted, and some distance in advance, but mistaking the gallant knight of the fleece for a police officer, he fell into the trap, and in a quarter of an hour was seated beside us. After returning, with many complimentary expressions, a few of our own cigars for immediate use, and requesting us to drink a little aquadiente to raise our spirits, they packed up the contents of our portmanteaus and rode off.

It is a singular fact, that the place we were robbed on forms part of the Duke of Wellington's estate, which my friend B. had expressed himself so particularly anxious to visit.

In about three hours after this little interlude we reach-

ed Santa Fé *, a small walled town, built by Ferdinand and Isabella, during the siege of Granada. Here the keeper of the venta, finding we had been robbed, very kindly offered us some refreshment, which we most thankfully accepted, and afterwards proceeded with light hearts and pockets on our way to Granada.

GRANADA.

"Make us a present," said the custom-house officers to our servant as we were passing the barrier, "and we will not trouble you with examining your luggage." "Luggage! we had nothing but empty trunks, and as for money, we had not a maravedi between us," was our indignant reply. "We have been robbed." "Pass then. Vaya usted con Dios." Trusting that the same mischance may not have occurred to my traveller, I shall, before saying any thing of Granada, conduct him at once to the Fonda del Comercio, one of the very best hotels in the whole of southern Spain. Here, while he is discussing a good dinner and a bottle of delicious Val de pañas, I shall resume my narrative.

At the eastern extremity of that extensive vega, the scene of so many a battle in the fifteenth century, between the crested Spaniard and the gallant but luxurious Moslem,—where the golden waves of the Darro and the crystal stream of the impetuous Genil, then but too frequently tinged with blood, force their passage from the mountains into the rich plain below,—nursed in the lap of the Sierra Nevada, stands the city of Granada, once the pride and glory of the Moors, as, in the present day, it

* Santa Fé is also celebrated as the place where Columbus was recalled by Isabella, when about to offer his services to the English.

is the wonder and admiration of each succeeding traveller.

"Come, good Mateo Ximenes, quicken thy steps from thy romantic cottage, perched like an eagle's nest above the plain, and conduct us up the steep broad gravel walk, bounded on either side by groves of forestry, into the interior of the Alhambra, the regal palace of its Moorish sovereigns."

Passing through a gateway in one of the towers, called the Gate of Judgment, we enter a spacious open court: on the left hand is a lofty watch-tower, which commands a fine view of the city at its feet. Here the inhabitants amuse themselves with fishing for swallows. On the right hand is the palace erected by Charles the Fifth, an unsightly, overgrown mass of stone, which, either owing to the poverty or good taste of his successors, has never been finished. Rounding the corner, we come to the entrance of the Moorish palace, which conducts us into the Patio de la Alberca, or court of the fish pond; so called from a large basin of water filled with gold and silver fish, bordered by hedges of roses. The court-yard itself is paved with white marble, while all around it runs a range of light Moorish arches. At one corner rises the gigantic tower of Comares. Passing through the Alberca, the traveller enters the celebrated court of the Lions; in the centre stands the famous fountain, so well known to history: the twelve animals that support the alabaster basins, were not the traveller previously instructed that they were lions, might pass just as well for griffins or bulls. The court-yard is tastefully laid out with flower-beds, and surrounded by an arcade of light morisco work, supported by pillars of white marble. On one side of this court is the Hall of the Two Sisters, and on the opposite, that of the Abencerages, so called from the last

twelve of this illustrious line having been cruelly murdered here by the command of Boabdil. The ceiling and walls of both these chambers are richly adorned with the most brilliant colours. On each side of the hall are small square recesses, richly carved and gilded, as receptacles for ottomans and couches.

But why should I attempt to describe the wonders of this fairy palace, after the exquisitely graphic sketch given of it in the commencement of the Tales of the Alhambra; the magnificent prospects from its walls, or the balmy softness of its delicious climate.

> "O lovely Spain! renowned, romantic land!
> Where is that standard which Pelagio bore,
> When Cava's traitor-sire first called the band
> That dyed thy mountain streams with Gothic gore?
> Red gleamed the cross, and waned the crescent pale,
> While Afric's echoes thrilled with Moorish matrons' wail."
>
> BYRON.

But my companions are neither poetical nor romantic. B. is thinking of his dressing-case, and Rogers of his favourite gold watch and chain, while the Dutchman sighs in vain, not for Boabdil or the perished glories of the Moors, but the round sum of cash that has been taken from him along the road; and all are thinking more of the dinner preparing for them at the Fonda del Comercio, than of the charms of song and story with which the romantic Mateo is anxious to excite their enthusiasm. (Author's Diary, June 28th, 1837.)

The remaining objects of interest in Granada are:

The Generalife, (the house of love,) which contain the portraits, taken it is said from the life, of Gonzalvo de Cordoba, Ponce de Leon, Boabdil, and Ferdinand and Isabella.

The Moorish quarter of the Albayzin, where every

thing remains almost in the same state as it existed four hundred years ago.

The cathedral, which, besides some good pictures, contains the monuments of Ferdinand and Isabella, and those of the Archduke Philip and his wife Joanna.

The churches of San Geronimo, San Juan de Dios, and San Domingo; the former is celebrated as the burial-place of Gonzalvo de Cordoba, and the last mentioned church is much resorted to on account of its beautiful music.

The Alameda and the bazaars, as scenes of gaiety, characteristic of native manners and costume, are never-failing sources of amusement.

The total population of Granada is estimated at 80,000. I particularly noticed that the female part of it were very inferior in point of beauty and elegance of form to the women of other towns in the south of Spain; probably this may arise from the almost total banishment of the Moorish population during the latter end of the reign of Ferdinand and the subsequent one of Philip the Second; for wherever the Spanish has not been crossed by Moorish blood, I have invariably found that the women are decidedly ugly. During my sojourn at Granada, the town was attacked one night by a large band of Carlists, who were defeated with great slaughter, and a number of them taken prisoners. I saw some of them the next day in the watch-tower within the great court of the Alhambra, commonly called the Tour de la Vella.

Granada is distant from Seville 128 miles; 240 from Madrid, and 84 from Cordova. The chief object of interest in the latter city is the ancient Moorish mosque, the finest in all Spain, if not in the whole of Europe.

APPENDIX I.

THE VOYAGE FROM CALCUTTA TO THE RED SEA.

PROVISIONS FOR THE VOYAGE AND THE DESERT JOURNEY.

Commencing our journey from Calcutta, as the chief place of departure for the great majority of travellers from Bengal, we place before them, in the first instance, a choice of opportunities. The first, and on many accounts the most desirable, is that occasionally furnished by vessels equipped for the voyage direct to Cosseir. These vessels, chiefly Arabs, have not hitherto been very numerous, but, when this mode of conveyance becomes more popular, there is no doubt these facilities will be much increased.

About four vessels leave Calcutta for the Red Sea in the month of December of each year, two of which are Arabs, and two country ships officered by Europeans. The Arab vessels afford good accommodation as far as regards space and cleanliness, but no articles of furniture are provided which can minister to the comfort of a traveller. The average cost of a passage in one of these vessels is 500 rupees, the ship supplying fuel and abundance of good water, but nothing more. All other provisions, from sheep to the salt that seasons them, the traveller must lay in for himself. Servants may sometimes be obtained at Calcutta, who not only speak Arabic, but add to their qualifications as valets and interpreters, a very fair knowledge of cooking. A man of this description will not hesitate to act as butcher and poulterer, feeding the sheep and fowls, and afterwards slaying them for his master's use.

Parties will of course form very different estimates as to the quantity and quality of the articles indispensable for the comforts of the voyage from Calcutta to the Red Sea, in a vessel unprovided with the means and comforts of Christian civilised life, the superior economy or otherwise of thus provisioning oneself is a matter of calculation. When a family are breaking up their establishment in Calcutta, the voyage in an Arab ship will come of course much cheaper, for many of the articles may be retained for ship's use, instead of being sacrificed for little or nothing at a public sale.

Should the traveller determine to proceed by one of the country packet ships, he will find excellent accommodation, and a capital table, at from 1,000 to 1,500 rupees, according to the size of the cabin he engages; these charges may appear exorbitant, but it must be borne in mind that ship owners derive no advantage from commercial speculation in voyages of the above description. Of course his arrangements will be the same as if he were preparing for a voyage to England, due regard being had to the shorter duration of the voyage, which at the most may be calculated to average from five weeks to two months, more frequently the shorter period than the longer. I may as well observe that an arrival at Judda, during the pilgrimage, should be studiously avoided, business of every description being at a stand-still at that time, and the consequent detention of the traveller from the impossibility of procuring a passage to Cosseir or Suez, inevitable. A letter, dated from Judda, in 1837, says, "next year the Hadjee or pilgrimage will commence on the 4th of March; every successive season it is twelve days earlier than the previous year, reckoning our era. From this statement the traveller will be able

to regulate the period of his arrival, so as to obviate the evil alluded to.

THE DAWK JOURNEY FROM CALCUTTA AND MADRAS TO BOMBAY.

Dawk travelling is so well understood in India, that any hints on the subject of the preparations requisite for accomplishing a trip with comfort, appear almost unnecessary.

The entire journey being generally paid for in advance at the starting place, the traveller need only provide himself with a sufficiency of clothes, apparatus for the toilet, biscuits, brandy, books, a blanket, and a small stock of cash to be assured of effecting the journey with as much ease and as little inconvenience as such a mode of travelling will admit. It is merely necessary to hint to the stranger that as the dawk-bearers are kept by the government subordinates much in arrear of pay, a gratuity of eight annas at the end of each stage, will ensure speed and attention throughout. For this purpose it will be well for the traveller to provide himself with a sufficiency of eight anna pieces, and if he is likely to cross many nullahs or rivers in his journey, he may add thereto a few four anna pieces, to be delivered to the mangies or boatmen at the several ferries.

The route from Calcutta to Bombay not being by the direct post office road across the country, but viâ Cuttack, Hydrabad, and Poonah, and through territories under different governments and district authorities, it is not possible to arrange for the payment of the entire expense at Calcutta; attention is therefore invited to the following brief instructions.

For the first dawk from Calcutta to Ganjam, three

hundred and sixty-four miles, application should be made to the postmaster general at Calcutta, and the dawk be paid in advance, at the rate of eight annas a mile.

From Gangam to Moonegalah, four hundred and ninety-seven miles; the collector of Gangam is the party to be applied to, and particulars stated with regard to the extra bangy burdars, (or luggage bearers,) that may be required, and intimation given if any detention at stations en route is contemplated.

These precautions apply, however, to every portion of the journey; the bearers on this road require to be paid at the end of each stage, (varying from fifteen to twenty miles,) at the average cost of five annas a mile.

From Moonegalah to Hyderabad, a distance of one hundred miles; application must be made to the resident at Hyderabad, to whom timely notice should be given, as bearers must be sent from that city to meet the traveller.

From Hyderabad to Sholapore is two hundred miles. The bearers being sent from the former city, the resident should receive timely information, as in the preceding instance. This portion of the route is described by the authorities we have consulted on the subject as extremely expensive, but no information can be obtained of the specific cost of bearers.

From Sholapore to Poonah, one hundred and fifty-seven miles; the postmaster at Sholapore will on application supply bearers to take the traveller to Panderpore, a distance of seventy-seven miles. Thence to Poonah, apply to the postmaster at Poonah.

From Poonah to Panwell is seventy-three miles, and the postmaster of the former station will supply the bearers.

From Panwell to Bombay, twenty miles, the convey-

ance, it is scarcely necessary to add, is by water, and although little or no difficulty is usually experienced in procuring boats, it would be advisable, in order to avoid any delay or disappointment that might occur, to instruct an agent at Bombay to have one in readiness. The cost of a set of bearers from Calcutta to Gangam with a mussaulgee and two bangy burdars, is, as we have said, from eight to nine annas a mile. From Gangam to Moonegalah, from five to six annas. From Moonegalah to Sholapore, probably about two rupees, eight annas a mile. From Sholapore to Poonah, about one rupee, twelve annas; and from Poonah to Panwell the average cost is twelve annas a mile. It should always be borne in mind, that whenever additional bearers or bangy-burdars are required, timely notice is requisite for their engagement, particularly on the road between Moonegalah and Poonah, where there is generally a great scarcity of bearers. All letters relating to these matters in the Nizam's territories, should be superscribed "Dawk-bearer service," and addressed "to the resident or postmaster, residency," and not to the resident only, a practice much in vogue, which frequently entails delay in the opening of letters at the office of the party addressed. The average actual travelling time from Calcutta to Bombay, by the route we have above described, is twenty-one days, but the occasional difficulty of getting bearers, and the occurrence of stoppages, sometimes voluntary and sometimes otherwise, not unfrequently extend the period to five or six weeks.

The regular dawk from Madras to Bombay is precisely the same as that from Calcutta, after reaching Moonegalah.

It has frequently happened that the country between Hyderabad and Poonah is too much disturbed and un-

settled to admit of dawk travelling. In this case the party going to Bombay would do well to take the road across the Peninsula, to the west coast, and embarking at Tellicherry, or Calicut, in a pattamas, or any vessel that may happen to be available, sail up to Bombay in four or five days.

The following is a short sketch of the route from Madras.

The traveller leaving early in the morning, will reach Streepermatoor the next day. This village consists of a number of caravanserais, built by a native merchant of Madras, for the accommodation of travellers. From Streepermatoor to Bal Chitty's choultry, is a twelve hours' dawk journey. Sixteen hours' further travelling brings you to Arcot, or rather to Ranipelta, a large military cantonment, deriving its name from the former place. There is no bungalow at Arcot, as the hospitality of the officers quartered there has rendered such a place of accommodation unnecessary. Fourteen hours from Arcot is Chittoor, a large civil station, romantically situated in a fertile valley, surrounded by mountains; all the necessaries of life may be procured here. Three or four hours' journey from Chittoor, enables you to reach a village at the foot of the Mooghy Pass, whence the mountain is ascended. Seven miles further on, the village of Pallavanery is reached; here is a bungalow, occupied as a summer residence by a Madras civilian, but left vacant for the use of travellers in the cool weather.

From Pallavanery to Moolwagal*, is a fifteen hours' journey.

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* All along the main road, through the Mysore country, there are bungalows, built at the distance of every ten or fifteen miles, intended for the accommodation of European travellers, and consist-

From Moolwagal to Colar is about twelve hours' journey; just before reaching this place, the road winds to the left, and passes along the sides of an immense artificial lake or tank, filled by the rains of the moonsoon; the bungalow is inside the town. There is a square mud fort at this place, about twenty-five feet high. The road out of Colar is extremely beautiful, being lined on either side with various kinds of trees; the sort which especially abounds is the Soonkesari, bearing a beautiful white flower, with a fine scent. About a mile out of the town, on the right hand side of the road, are the mausoleum and tombs of the family of the celebrated Hyder Ali. Entering by a gate from the road, the traveller passes into a garden, containing the mausoleum itself, several tombs around it, a house of prayer, and a large stone tank. In different parts of the garden, cypress trees of great size are growing, which give a solemnity to the scene; within the mausoleum, which is a plain low room, are the tombs of the grandfather, father, and brothers of Hyder Ali, those outside the building are of more distant relations. From Colar to Cottar Cotta, is a short stage of fifteen miles. Eighteen miles further on is Bangalore, an extensive cantonment, with a well supplied bazaar; the bungalow is a mile beyond the fort.

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ing usually of a middle room and two smaller ones, surrounded by a broad verandah, and erected on a raised foundation; the offices for cooking, &c., are separated from the house, and the whole together, with about an acre of land, are enclosed in a wall or fence.

The munificence of the Mysore government has supplied these very convenient resting places, which in a country where public houses of entertainment are unknown, are quite essential to the comfort of the traveller. There is usually an invalid Sepoy to take care of the place, and a kind of public purveyor, called a cutwal, is always in attendance to supply persons with such provisions as they may need. At Moolwagal there is one of these bungalows.

Eighteen miles from Bangalore the traveller reaches Beddidy; the bungalow here is as large and convenient as any on the road: the town itself consists of one long street, almost entirely occupied by shops.

From Beddidy to Mahdoor is twenty-nine miles, through Ouspetta and Chinnapatam—a beautiful and cultivated tract of country. Mahdoor is a small village, having a stage bungalow for travellers at the western extremity. From Mahdoor to Seringapatam the distance is about twenty English miles. The approach to this city being by hills, which command it, the view is very beautiful; it is situated in a hollow, and being surrounded by rice plantations, the exhalations from the stagnant water, spreading over the country, are no doubt the principal causes of the fevers which so invariably attack residents in this place.

The chief objects worthy of visiting at Seringapatam are the palaces and tombs of Hyder and Tippoo. The Lal Bagh, or red garden, is situated at the eastern end of the island, and is a handsome palace in the Mohammedan style, where Hyder and Tippoo occasionally spent their time. The apartments are airy, though low; the walls are ornamented with gold and silver foil, and the ceilings with stucco-work and painting. There are only two stories. The ground floor, chiefly composed of open halls and verandahs, is supported by light pillars and ornamental arches. This palace is surrounded by a handsome garden, containing a number of cypress trees, of which the Mohammedans seem fond. Its fountains are in ruins, and it is now suffered to go to decay; for happening to be in a particularly unhealthy spot, no person will inhabit it. Neither Hyder nor Tippoo ever made it a place of constant residence, as they always lodged in the fort. The Dowlut Bagh is another palace and gar-

den of the same description, and equally rich in ornament, though not so large. This is kept in very good repair, as it is occupied by the judge; on one of the walls is an historical painting representing Hyder and Tippoo at the head of their forces, defeating and taking prisoners a small body of troops under Colonel Bailey at Poollaloor. This fresco is curious, as a specimen of the low state of the art of painting among the Indians; the likenesses of Hyder and Tippoo are however said to be very correct.

The tomb where Hyder and Tippoo are buried is near the Lal Bagh; Tippoo having had it erected there expressly that he might look upon his father's grave from his own windows, and contemplate the place where he himself would ultimately be laid. An arched gateway leads to it, with an open room above, where music is played morning and evening. Having passed this gateway, and along a straight walk about a hundred yards in length, shaded by every variety of trees, the traveller arrives at a raised foundation of a considerable extent; on this stands a mosque and mausoleum, which is of a square form at the base and surrounded by a verandah or piazza, supported by black marble columns highly polished; the floor is of the same material. Out of this quadrangular base rises a dome crowned with a gilded summit, the four corners also have minarets ornamented with gilded points. There are four entrances to the tomb on the four sides, and one of these is filled up by a black marble casement beautifully carved in filagree work. Within is an octagonal room, with the hollow of the dome over it, and on the floor are the tombs covered with cloths of gold and silver brocade, and having their edges embroidered with sentences from the Koran. Flowers are strewed over them, sweet-smelling perfumes are constantly burn-

ing, and at night, funeral lamps shed forth their dim and mournful light.

The mosque is a building open on one side, and supported on rows of columns and arches; this, together with the rich mausoleum, the tombs outside, and the luxuriant cypress trees which grow around, form one of the most beautiful pictures imaginable.

From Seringapatam to Husseinpoor the traveller passes through a hilly and stony country, and the accommodation of bungalows is no longer found. A small choultry or shed is the only shelter afforded.

A night's journey at the rate at which one set of twenty-four bearers can go, carries you to Katti Mallalvadi, where you can put up at an old choultry; and at about the same distance further on is Periapatam. Here we leave the Mysore territory, and enter upon the vast primitive forests which line the western districts of that region, and which constitute the various parts of the Coorg country. There are villages scattered at intervals through these forests, where such little supplies can be obtained as a Dawk traveller may require. Four or five miles beyond the village of Verajapetta the road descends (still through vast forests of bamboo, tenanted by the wild elephant) until we reach the village of Kallar, where there is a choultry. Kallar is about twenty miles from Erkooroo, and here the traveller will find a caravanserai, where he may refresh himself preparatory to his final stage of four or five hours' palankeen travelling, which brings him to the large station of Cannanore, on the coast of Malabar; here he can procure a boat to take him to Tellicherry or Calicut, where he can embark for Bombay, supposing there are no vessels at the time at Cannanore.

ARRIVAL AT BOMBAY.

DEPARTURE IN THE STEAMER.—DIRECTIONS FOR CROSSING THE DESERT FROM COSSEIR.

Having now brought the traveller by dawk to Bombay, the next thing to be attended to is to provide for his comfort there, and his passage thence to the Red Sea.

Hotels have, we perceive, by recent advertisements in the Bombay papers, been established at that presidency, but we are not prepared to vouch for their excellence or otherwise. At all events, such places are usually extremely expensive and never very comfortable, and their only general recommendation is the independence they confer on the traveller. We would, therefore, recommend parties meditating a trip to Bombay, who cannot obtain admission to the Byculla Club, either to procure, through friendly introduction, an invitation to the house of a respectable resident for the period that may elapse between their arrival on the island and departure in a steamer, or to write to an agent to pitch a tent on the esplanade, outside the Fort, engage an intelligent Parsee servant, and hire a few camp wares for a brief period. A great proportion of the inhabitants of Bombay, and almost all new comers and birds of passage, occupy tents in that quarter between the months of October and May, and a very agreeable and economical residence they find it. The same hint may equally apply to parties going to Bombay from Europe.

It is to be hoped that previous to the traveller's arrival at Bombay, he has taken the precaution to send instructions for the engagement of his passage (and that of his family, if he happens to have any) in one of the steamers. If not, he stands a very fair chance of having to wait a month or two for the next opportunity. This is one of

the inconveniences to which all Bengal, Madras, and Ceylon travellers overland, per steamer, must expect to be subject, until regular lines on these stations have been established.

The cost of a passage in one of the company's steamers is, for a single man, eight hundred rupees. For ladies and children, the following regulations have been passed.

"Three cabins shall be set apart for ladies, one for each presidency, and the price 1600 rupees for each cabin, which may be appropriated by the subscriber.

"1st. Either for a lady alone or with an attendant.

"2d. For a lady and her husband.

"3d. For a lady and two children.

"4th. For two ladies, the original subscriber having the option of nominating her companion.

"Children under five years of age, who may be extra to the complement of a cabin, will be charged for at the rate of 200 rupees each; from five to ten years of age, at 300 rupees each; above that age 400 rupees each."

The value of a rupee is about as near as possible two shillings, English money.

The passage being engaged, provision must now be made for the voyage and the journey across the desert. The former only occupying from eighteen to twenty-two days, but little need be done to ensure the comfort of the voyage, (as the table is provided by the commander,) beyond the arrangement of baggage in chests and trunks, adapted for subsequent transport on camels' backs. Having already given a description (at page 156 of this work) of the journey from Cairo to Suez, I shall now suppose the traveller has availed himself of the steamers stopping at Cosseir, for a short time, to quit the vessel and commence his journey across the desert to Thebes or Kenneh. This route, though the trip across the Desert is a little longer, is now so generally preferred to that of

Suez, from the facilities afforded of seeing the magnificent remains of Thebes and Upper Egypt, on the way homewards, that nothing but the plea of the additional expense, which some persons could ill afford, should prevent the traveller from entering Egypt by this route. Previous, however, to starting from Bombay, it would be advisable to write from that place either to Mr. Waghorn, Mr. Hill, or Mr. Hannay, at Cairo, stating the number of the party, the probable date of arrival at Cosseir, &c., in order that on landing, servants (Arabs) to pitch tents, may be found in readiness, and have boats waiting for you at Luxor or Kenneh; without this precaution the voyage from those places down the Nile to Cairo will be attended with much annoyance and inconvenience. In writing for these boats, it is as well to specify whether you do or do not require chintz-covered cushions, musquitto curtains, tables, and table covers, charcoal, provisions, &c.; for if you make no specification to the contrary, the chances are you will find yourself supplied with all these, *and duly charged for the same.* Under any circumstance, in writing to the agent you may select, it will be as well to send him an order on a house in Alexandria, for the expense he is to incur on your account.

Immediately on landing at Cosseir, the traveller should proceed to the house of the company's agent, and with his assistance engage camels and donkeys, for the trip to Luxor or Kenneh, if not already engaged for him. Camels cost from one to two dollars for the trip. Donkeys about half the sum. Having accomplished this, the next point is to arrange your baggage.

All small packages should be avoided, as they are liable to be lost; and it would be well to have every thing fitted into camel trunks in India. The camel loads should be so arranged as to avoid unpacking more than

may be absolutely necessary; thus, one pair of trunks might contain the table apparatus, metal cooking utensils, and a small quantity of liquor; the latter to be replaced from the original stock as it becomes expended. In making a bargain with the camel-drivers, take care and stipulate that you are to stop and rest, when, where, and as long as you please; you may have to pay a little more for this proviso, but otherwise they will not fail to attempt to get you to proceed through at the usual rate, by the accustomed stages, and thus knock you up, backing their demand with the assertion that their camels will die for want of water, which is a mere pretence.

It is absolutely necessary to keep up determined authority with all Arabs, and particularly with boat and camel men, who make it a rule to try and usurp it.

Many people commence with thrashing them at once, but this is not advisable, or necessary; insist upon their doing as you wish, and they very soon come in to your way.

Captain Head in his work, advises the Indian traveller to cross to Luxor direct, instead of proceeding to Kenneh, and upon this, a party from one of the steamers came to Luxor, and were subject to the greatest inconvenience and deprivation for five or six days, until (being unable to get boats) they were at last obliged to descend the Nile to Kenneh in the open ferry boat, which carries passengers across from Luxor to Gornou on the other side of the river. If the traveller has a tent, stores, and travelling equipage of even a tolerable description, he is of course independent of a boat at Luxor, for he can pitch his tent and bivouac, and after satisfying his curiosity here, he can strike his tent and proceed down the Nile to Kenneh, about thirty miles distant, which will be pleasant enough, as plenty of camels and donkeys are procurable. No

gentleman having ladies with him, or suffering from delicate health, ought to cross into Egypt from Cosseir, without having made previous arrangements at Cairo for servants and boats to meet him at Kenneh or Luxor. A bachelor in good health may rough it, but unless he provides himself with good travelling materials, he will find it a more serious undertaking than he anticipates. It may be a little more expensive to order boats and servants to await the arrival of a traveller from India, but if health and comfort are to be studied, the expense is but trifling compared to the inconvenience and discomfort of arriving at the Nile, tired and fatigued with the trip across the Desert, and not a boat to be found to proceed in; and even if the *best* up country boats are to be procured, they are always uncomfortable and filthy, and often most expensive, 3,500 piastres being frequently asked to proceed to Cairo, a voyage of fifteen or sixteen days.

APPENDIX II.

(SEE PAGE 219.)

ROUTE FROM CAIRO TO EL ARISH IN SYRIA, ACROSS THE DESERT.

TRAVELLERS who wish to pass from Egypt to Palestine, will sometimes succeed in effecting a landing near El Arish from a coasting vessel, numbers of which are to be found at Rosetta. At certain seasons this is impracticable, and this route therefore, though very uninteresting, acquires an importance which renders some account of it essential.

DESCRIPTION OF THE ROUTE.

1st day. The road from Cairo to Mataréch lies over a sandy plain. Close to this village is the site of the ancient city of Eliopolis, (the On of Scripture;) a solitary obelisk and traces of a row of sphinxes, are all the remains of its former magnificence. The gardens of Mataréch were once renowned for their balsam, now no longer cultivated. In one of them is a sycamore tree, under which the Holy Family are said to have reposed: large quantities of petrified wood are found in this vicinity. Five miles further east is the Birket el Hadji, or Pilgrims' Pool, at which they assemble to form the caravan which goes yearly to Mecca.

2d day. Two hours' journey brings the traveller to Hanghé, a large village, and three hours more to Abou-

sal. There is no place within six hours' journey of this, at which good water can be procured; although a tract of cultivated ground lies contiguous to the west, yet all around the village is rock and sand.

3d day. The road, after leaving Abousal, alternates between desert and cultivated plains; the village of Zamli is situated in one of the latter, almost concealed by luxuriant groves, and surrounded by streams and canals. A seven hours' journey terminates at Bilbeis, pleasantly situate on an eminence beside a large pile of ruins, the site of the ancient Pharbethus.

4th day. The same variety appears in the scenery, the villages being always found to occupy the centre of a cultivated district in which water is to be obtained. After passing those of Cait and Garain, the traveller arrives at Hatarah, having made a journey of seven hours.

5th day. Two hours from Hatarah are the villages of El Hesker and Hajad, where there is fine pasture, and a canal of water from the Nile. Arriving at Saléhiyyéh about noon, the traveller stays at this, the last town in Egypt, to make arrangements for crossing the Desert.

6th day. The road plunges immediately into the Desert, amid vast plains of sand; the surface is however firm, being cemented by tufts of grass and a profusion of small shrubs. A grove of palms is seen at a distance on the left of the road, which now traverses a high bank covered with dwarf cedars. Another hour's journey opens to view an extensive sheet of water, also on the left; and the road is here covered with salt. Guatara, the resting place for the night, completes a journey of six hours. The water at this place is very bad.

7th day. Two hours from Guatara the road crosses a canal of salt water by a ruined bridge, and for some

distance continues very smooth, being bounded by banks of sand on either side, until it again crosses the same canal or ditch, which encircles a verdant oasis abounding in flowers and shrubs. The road now becomes very heavy, owing to the looseness of the sand, and so continues until the traveller arrives at Gatsallakh, after a most fatiguing journey of nine hours: at this place is a spring under the sand.

8th day. The road becomes much lighter and more cheerful. After three hours' journey, the traveller sees before him an extensive plain covered with trees; to the left of this is Gassia, another caravan route to Cairo. There is nothing worthy of notice before reaching Abousmeyra, the termination of an eight hours' journey.

9th day. At Aboufalam is to be found a well of brackish water, and the shade of one sycamore tree, the only place of refreshment until the traveller arrives at Djerasam, (sometimes called Djenascel.) Here is a great profusion of squills; and the water is very bad.

10th day. From a lofty ridge of sand the traveller sees on the left a large sheet of water called Hshoub; and, after crossing three of these ridges with valleys lying between them, arrives at the tomb of Shickh Masár, a small square building with a dome, on the summit of a hill. The tent is pitched in the valley immediately beneath it, near to a well of bad water.

11th day. Eight hours' tedious march brings the traveller to Melegaht, where he must pass his last night in the Desert, and early next morning will find himself at El Arish, the frontier town of Syria, after a journey of twelve days from Cairo.

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ERRATA.

Page 65, line 31, for "sepulchre," *read* "sepulture."
73, line 17, for "Ogyia," *read* "Ogygia."
77, line 8, for "Calemachus," *read* "Callimachus."
—, note, for "quodcunque," *read* "quocunque."
80, line 5, for "Deparlemento, *read* "Dipartimento."

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